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OF

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IN THE

COUNTY OF ONTARIO

June 30 -- 1955

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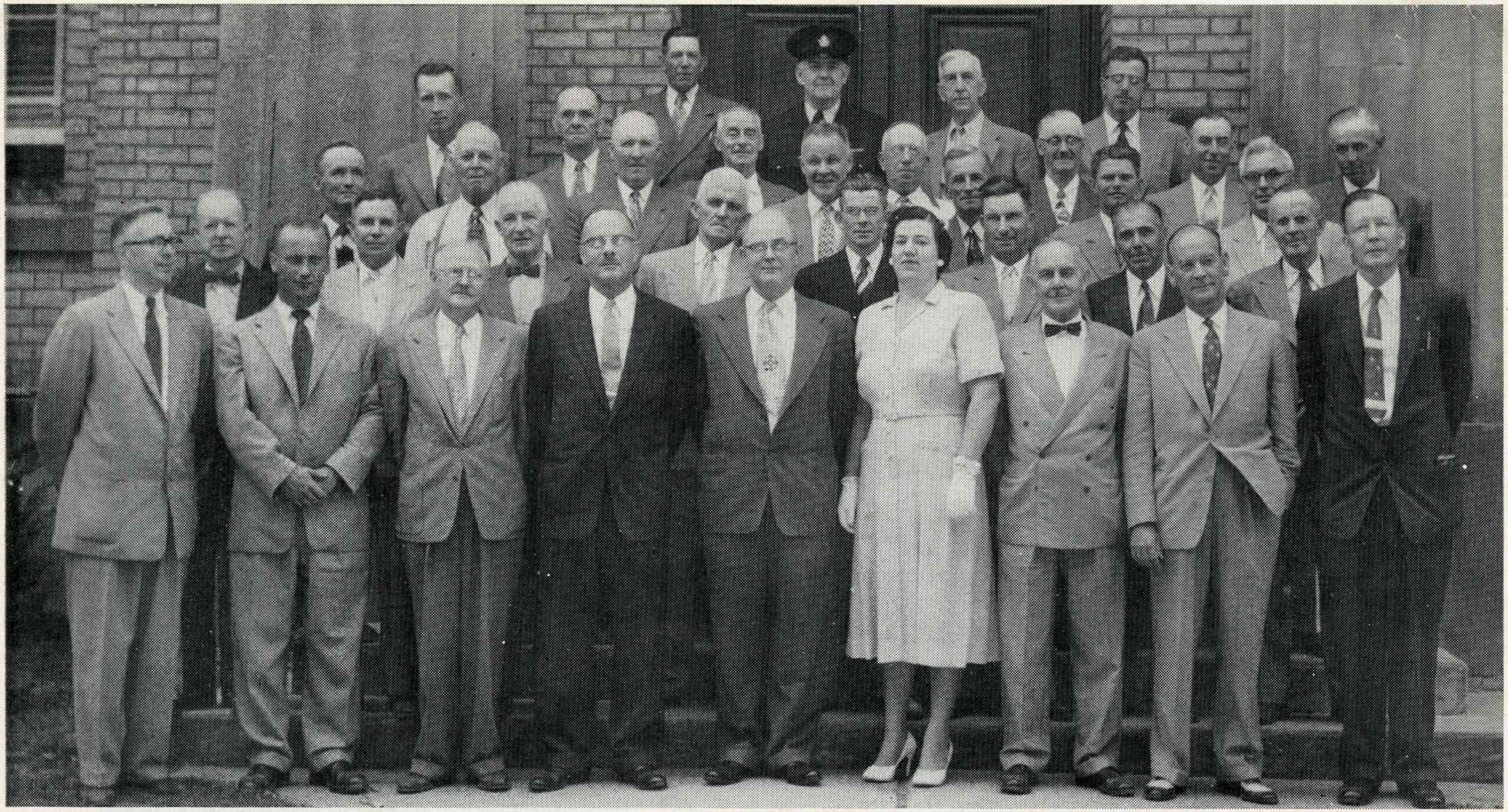


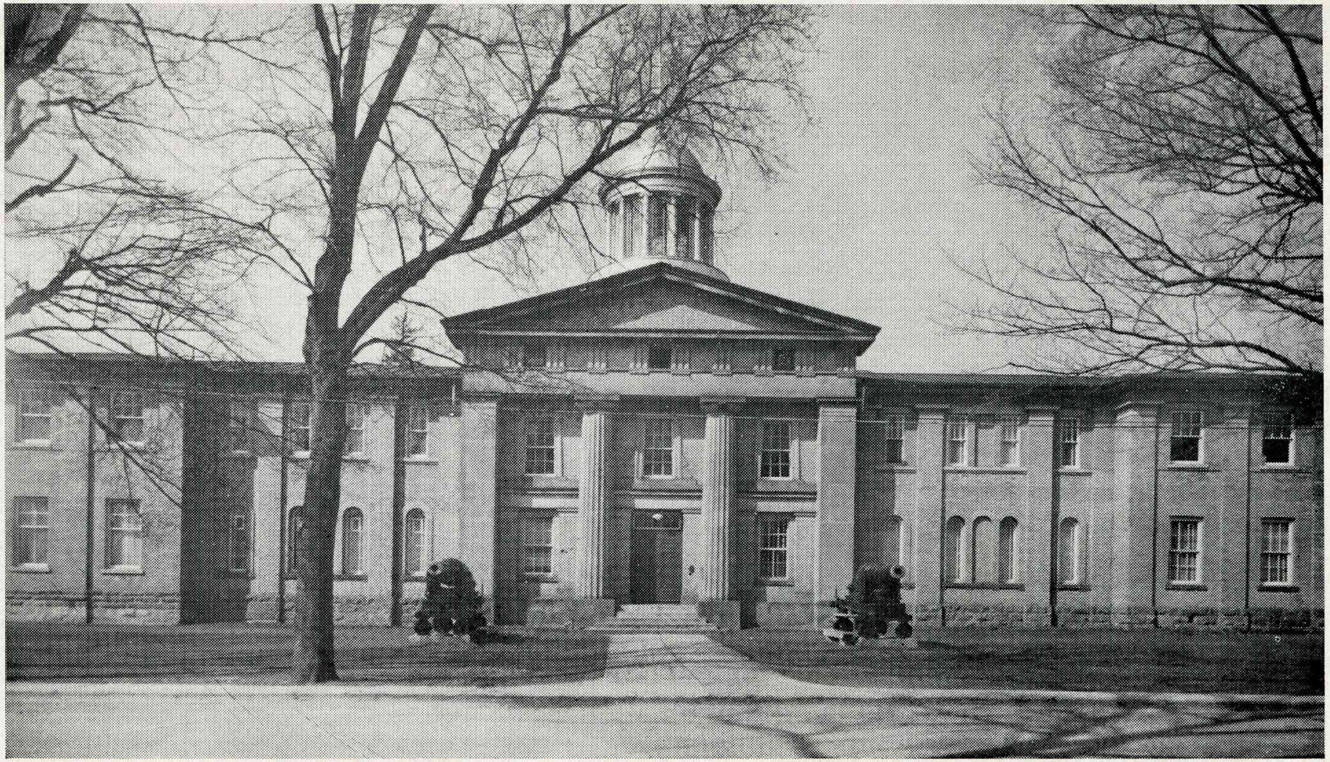
First Row—W. G. Manning, B.A., Clerk-Treas.; R. E. Sims, B.A.Sc., County Engineer; J. R. Roblin, Registrar of Deeds; His Honour Judge J. E. Pritchard; W. H. Peel, Warden; Mrs. M. Coates, R.N., Supt., Fairview Lodge; Col. A. Welsh, D.S.O.(Bar) E.D., Sheriff; A. Hall, Q.C., Crown Attorney; J. J. Mills, Reeve, Ajax.

Second Row—K. Lee, Reeve, Whitby; G. Todd, Reeve, Tp. Pickering; M.Ross, Reeve., Tp. Whitby; W. A. Heron, Deputy-Reeve, Tp. Whitby; W. Gillespie, Reeve, Beaverton; R. Morrison, Reeve, Twp. Thorah; J. Ball, Deputy-Reeve, Twp. Uxbridge; R. Ferguson, Reeve, Uxbridge.

Third Row—S. Ball, Reeve, Twp. Uxbridge; J. Vessey, Reeve, Twp. Brock; E. Gibson, Reeve, Twp. Reach; W. S. Martin, Deputy-Reeve, Whitby; R. Baird, Deputy-Reeve, Twp. Reach; M. Bain, Reeve, Twp., Scott; C. Morley, Reeve, Pickering Village.

Fourth Row—W. Beath, Reeve, Twp. E. Whitby; W. J. Heron, Deputy-Reeve, Twp. Brock; W. Hart, Reeve, Twp. Rama; G. Wilson, Reeve, Cannington; J. McCrorie, Deputy-Reeve, Twp. Thorah; A. Gerrow, Reeve, Twp. Scugog; P. Duffy, Deputy-Reeve, Twp. Mara.

Fifth Row—W. Jackson, Reeve, Twp. Mara; J. D. G. Sutherland, Governor, Ontario County Gaol; J. A. Anderson, Deputy Sheriff; R. Conant, Deputy-Reeve, Town of Ajax.



THE COURT HOUSE

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Brief Account of the Early History of the County

(The following items were gleaned from the pages of the "Illustrated Historical Atlas of Ontario County" as compiled by J. H. Beers & Co., in 1877, "By-laws and historical notes', 1907, as well as "On the Shores of Scugog" by Samuel Farmer, 1934.)

In the very early days of settlement, when the British colony in America was devided into provinces of Upper and Lower Canada (1788) the present County of Ontario was situated in the "Home District" with the seat of government in Newark (Niagara). This Home District comprised what is now the counties of Northumberland, Durham, York and Simcoe. In 1802 Northumberland and Durham were taken from the Home District and added to the District of Newcastle and in 1821 Simcoe became a separate district. Ontario was part of York County until 1852, when it apparently became one of the United Counties, of Peel, York and Ontario. In 1853 by an act of Queen Victoria this union was dissolved and in January 1854 Ontario was a separate corporation.

1853: Peter Perry was the prime mover in separating Ontario from her sister counties, an act which was not accomplished without much oratory and many yards of newspaper articles, also much hard feeling on polling days.

Perry also gave much time and energy to other projects he considered would improve the settlements; his pet was the centre road. This road to run from Whitby to the North end of the County. Perry never lived to see either the separation or the building of the Centre Road.

Jas. Gould, Uxbridge, became the first Warden of the Provisional Council and he urged the building of County Court House, etc. The position of the County Town was fought over ((verbally, at east) and Manchester, Brooklin, Uxbridge and Oshawa all sought the honour. Indeed it seemed that no issue could be settled without lengthy verbal battle and much name-calling. Finally 600 pounds was appropriated and Whitby was settled upon as the County seat. The corner stone of the Court House was laid June 30th, 1853.

RAILWAYS: Even before the separation of the county,, agitation was afoot to construct a railway from Port Whitby to Lake Huron. One hundred pounds was raised by subscription to start the work, and a charter was obtained in April 1853.

Surveys were made, and candidates at the polls (1854) stood or fell according to their views and the views of the electors in their particular section regarding the railway. Railroads were new and many honestly could not see how the county was to benefit from such a great expense. The County Council withheld its support and this together with a depression year, 1857 and 58 were sufficient to delay the raising of funds until other districts on either side of Ontario had progressed in laying rail lines and much of the business hoped for was thus divered so that the line to Lake Huron was given up. Northern Townships, however, pressed for the line to be brought North and after fifteen years succeeded in having it brought as far as Port Perryy, where goods were transhipped to Lake Boats (1869).

ROYAL VISIT. The early history of the county is enlivened by graphic accounts of the visits of royalty. October 1869 H.R.M. Prince Arthur was entertained in the County and turned the first sod of the new railway. H.R.H. the Prince of Wales, Albert Edward, had visited the County in 1860. The most was made of these important occasions. Processions and speeches, (both of which were considered to be improved by length in those days, were both lengthy and numerous. Everyone had a wonderful time amidst the flags and bunting, and blaring bands.

In these early days much importance was attached to the appearance of things and many relics of our past are a living part of our history. Such is the cannon that are in front of the Courthouse. These cannon, symbols of the glory of the British Empire, were presented to the County by His Majesty's Government, and brought from Halifax harbour at considerable expense and great inconvenience, due to their great weight. The guns are seven inch muzzle loading cannon, manufactured in 1856 at the Royal Arsenal, Woolwich, England. At the time they were procured they were two of the largest cannons between Halifax and Vancouver.

PROJECTED GEORGIAN BAY CANAL: Great schemes were afoot in the early days to improve transportation and amongst them was the joining of Lake Huron to Lake Ontario. A canal was proposed to be built linking the two great lakes. The County Council (1863) of Ontario appropriated $600. to survey the practicability of a route through Lake Scugog. Extensive surveys were made but as we know the Trent route was chosen.

EARLY SETTLERS: The early settlers were reported to be a Benjamin Wilson, U.E. Loyalist from Vermont, who took land near Whitby and the Farewells,—Moody and William, sons of a widow who settled at Niagara (1794), who took up land near Oshawa's presentsite. Roger Conant, U.E.L., came to Darling-Darlington 1792.

COUNTY ROAD: Crandells hued a road (1825) toward the "Front" cutting through Dayton's Corners to Wiley's Corners, near Columbus, later the Crandells made a road from Borelia, (Prince Albert and Port Perry) to a point three miles from Oshawa where, presumably, they joined an existing road. Another road ran some eight miles north from Borelia.

PLANK ROAD: The famous plank road from Scugog to Whitby started in 1846 via Manchester and Brooklin. The plank used were three inches thick and 12 feet long, built by the government and sold to a private company when it became a toll road until it was taken over by the municipality and finally became the King's Highway.

CENTRE ROAD: This road was surveyed in 1855 and passed through considerable swamp land, so much that at first the Council refused to make it any grants.

The Centre Road, purchased by Whitby, Lake Scugog, Simcoe and Huron Road Company, which also obtained Whitby Harbour, 1852. This road had been laid out by the government from Port Whitby to the Narrows Bridge, and was improved by its purchasers as far North as Manchester, making it one of the best roads in the province.

Whitby Harbour, originally known as Windsor Harbour, was dredged by the government in 1843 and piers built. The Whitby, Lake Scugog, Simcoe and Huron Road Co. improved it after their purchase of the harbour, 1852. Warehouses and other harbour facilities were constructed. But after the advent of the railway the harbour was not used to its capacity and the company fell into arrears and the harbour and road were purchased by Joseph Gould and Chester Draper, who eventually dissolved partnership, Mr. Gould taking the road and Mr. Draper the harbour. The road was surrendered to the County in 1876.

SIMCOE STREET, 1852: A new road was built to compete with the plank road. Starting at Oshawa Harbour it ran Northward through Oshawa, Columbus, Raglan and Prince Albert, Borelia (Port Perry) to Seagrave, retaining the name of Simcoe St. in each municipality. A major piece of the road making of the early days was the construction of the causeway from Port Perry across the south end of the Lake Scugog, and Scugog Island to Cartwright Township. The money for this was raised largely by public subscription and was built by the Port Perry, Scugog and Cartwright Roadway Co. (About 1884). This roadway was widened and improved by County Council in 1934.

One of the great problems of our day, that is snow removal, was of little concern in those early days. Indeed the general road surface was improved by the packed snow, which drifted very little due to the quantity of standing timber that lined the roadways. The upkeep of the roads was done by "statute labor", under supervision of a Pathmaster. Each ratepayer was required to be responsible for a certain number of days work on the roads, and the Pathmaster was to see that it was properly done. However, as traffic increased some other method had to be devised and the toll roads came into existence. Stone piles and stone breakers, (men who split stones with a hammer to make them small enough for road construction) were common sights of the early days. Another familiar part of the landscape that has now all but disappeared is the rail or stone fence. When the clearing of the land made the drifting snow a problem the rail and stone fences were gradually replaced by wire fences, the change being hastened by the wire fence bonus of the County Council.

POST OFFICE, 1827: A Mr. McDonald Cameron, of Thorah Twp., proposed a system of carrying letters from the "Front" to the back townships. Permission was granted by the Postmaster General and a Kenneth Campbell began walking between the post offices near Whitby Town to Thorah, a trip he made once a fortnight. He was followed in later years by a man on horseback. In 1840 a post office was opened in Prince Albert and in 1848 a mail stage was started. By 1852 there were post offices in Port Perry, Manchester, Epsom and no doubt other centres in the county. Letters often remained unclaimed for long periods, so that they were advertised in the newspaper. Postage was collected from the receiver, and the rate of charge is indicated as follows: 9c. for ½ oz. taken 60 miles; 14c. for ½ oz. taken 100 miles; 32c. for the same going 500 miles.

EARLY CONDITIONS: To obtain a marriage license a man in this Home District had to journey to Toronto. The alternative was to have the banns published in church for three consecutive services. To register a deed also meant a trip to Toronto. There were only four commissioners for taking affidivits in the District, only nine Public Schools Trustees in the the entire District and only four coroners, all the coroners residing in Toronto.

Besides the Public and High Schools mentioned in the various municipalities Ontario County has within its bounds The Ontario Ladies' College which was started and is still situated in Trafalgar Castle, Whitby. Before the advent of the College, 1874, this castle was the home of Sheriff N. G. Reynolds. There was also a "College of Friends" at Pickering with a well established reputation, drawing pupils from as far afield as Mexico and Japan. However, this college was destroyed by fire in 1905.

A Home for the Old Folk was built in Whitby and opened in 1903. Known as the House of Refuge it served the County of Ontario until the construction of Fairview Lodge, between Whitby and Oshawa, in 1951. The advisability of the County House of Refuge and Farm was discussed as early at 1857. Much investigating was done but no action taken until Mr. John Cowan offered $5,000 and his brother Wm. Cowan offered 45 acres of land for this purpose. The present "Fairview Lodge" is a modern, comfortable home for the old folk of the County.

During the past 100 years the County has passed through several wars. Citizens of this area have contributed money, soldiers, and also through the Red Cross to aid their country during The Fenians Raids, the War of 1812 with the States, the rebellion as well as the 1st and 2nd World Wars, and the Korean War. A record of their accomplishments and contributions may be found elsewhere.

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The Life of the Pioneer

Although much has been written about the life of the pioneers it seems only appropriate that a resume of the life of those early days should be recorded here.

The first settler came to this country with very little worldly goods. His chief assets were his perseverance, determination to succeed and an ability to find ways of doing things with such tools as he had at hand. If he did not have these qualities he returned to more civilized parts of the world—or died.

As these early settlers increased in numbrs they co-operated in a wonderful way to improve their community. Gradually small hamlets and villages dotted the county, each with its own characteristics but all pretty much the same in day-to-day living.

First the lone settler, who cleared the land for crops and cattle, as well as his small cabin. Then as more settlers came other things were added. The church outgrew the home parlors and a building was erected that very often served the community for a number of years as a school and community hall as well as a church. One of the first things a settler needed was a sawmill, and as the hamlet grew this would be followed by a grist mill and a blacksmith shop would also be among the first shops to be built, it would likely be followed by a general store. The sawmill would supply the lumber needed for all building purposes, the grist mill the flour, and the blacksmith would have the job of making tools, and quite likely, nails, hinges, etc., as well as keeping the horses shod.

Before the grist mill and general store were added to the community it would be necessary for the pioneer to make a long trek to the "front townships" often on foot or horse back, carrying his grain to the gristmill, and returning with his flour, salt, sugar, gunpowder or other necessary items. He would be gone for some time and often the women and children left behind would be in "dire straights" before the man returned. One such incident occurred in the early days of Reach Township when Mrs. Crandell was confronted by a band of Indians demanding "fire water". Although she was small she was quick witted and would not give them the liquor until they had handed over their weapons. Throughout a night of terror the family remained locked in the cabin, fearing that at any time the drunken Indians would set it afire. But morning brought Rueben Crandell and the Indians quickly faded away.

With the increase in settlers the hauling of grain became an important event. It was no uncommon sight to see a half mile of carts waiting to unload grain at Prince Albert, many of which had travvelled all day to get there. Almost every community had a market the like of which is scarcely to be seen to-day, where farm produce was bought and sold.Grain was an important commodity, especially during the Crimean War, when grain merchants bought heavily for overseas shipments. The price rose to $2.50 per bushel. Many a man was ruined because he did not know soon enough that the war had ended and the price dropped to half that amount overnight. Fortunately for the Prince Albert merchants a telegraph operator remained at his instrument very late one night and as he was drowsing his attention was caught by the news that the war was at an end. Realizing what this would mean to the merchants he hurried to give them the news.

Religion formed a great part of the life of the early settler, and Sunday services were no mere hour or so of preaching and hymns. Many members had to travel some distance, often on foot. It was necessary to rise early and don the Sabbath clothes, boots which were frequently kept only for this day, may have been carried until almost at the meeting place. Much visiting would be done before and after the service. The sermon itself would often be a couple of hours long, perhaps even longer, and this would be followed by Sabbath School, which would be attended by the adults as well as the children. The catechism was expected to be known by all. As well as an English service there may have been a service in gaelic for those communities that were predominantly Scottish.

In keeping with the long sermons were the political speeches of the day. Our great grandfathers enjoyed a form of oratory that would drive a present day audience out of the hall very quickly. Long speeches were expected and grand sounding phrases a necessity The audiences would be disappointed if the speaker did not have a full sounding vocabulary and they, demanded to hear of the "foul aspersions' and "vile allegations" of the candidates for the opposing party as well as the "glorious achievements" and "integrity and industry of their noble candidates". Almost any matter that had to be decided was the excuse for lengthy arguments and much mudslinging, by speakers for and against the matter in question.

As the land was cleared much valuable timber was burned simply to get it out of the way. The ashes were used to make potash and lye. At first each settler had the arduous task of preparing these products for his own soap and cleaning purposes. Later the ashes were hauled to places where the potash was prepared on a commercial scale, this potash was taken to Whitby and carried away on the sailing boats. It was used in the manufacture of glass and also in the dye vats; also the pearl ash (a refined potash) was used as baking powder,—a piece the size of your fist would last the housewife a year or so.

So much that is bought ready-made today had to be made in the homes of our forefathers. Of course all the women stayed at home and never worked in the schools or stores. Their work was almost always in the kitchen or in the fields with their own men. All the food was home prepared, the butter, the bread, the preserved berries, the spices, or herbs for the seasoning, the meat salted, for the winter, and many other like chores. All the women's and children's clothing was home made, and nearly all of the men's clothing, too. The sheets, towels, table linen, rugs for the floors, blankets, curtains, ticks and pillows, too, if they had them, were all made by the women. These tasks kept the women much occupied.

The men attended to the planting and harvesting and cared for the animals. In addition the settler would have to repair his tools, in the very early days probably make them, too; he would have furniture to make, and his cabin to keep in repair, as well as clear a bit of land from year to year. He would have to hunt from time to time, as often to protect his beasts from the wolves and bears as to provide meat, and he would have to cut and stack a vast amount of firewood against the cold Canadian winter. The footwear of the family would also be his care. So it can be seen that there was little time left of idle hands.

The roads, bridges, etc. were kept by the men of the district. In fact one way to pay the taxes was to do a stint on the roads.

If a man acquired sufficient wealth he could hire another to do his "Statute Labour".

Wages differed greatly from our day. We feel that the prices of commodities have gone up amazingly, but see how greatly the wage has increased. About 1873 the wage of a labourer was considered high at $1.00 for ten hours of work, no coffee break either. Commodity prices needed to be much lower then, even at that very few could afford more than the bare necessities, unless they could make it or grow it.

Around 1850 the money in Upper Canada was reckoned by the English system. Even so the following prices will serve for comparison,—meat from to 2 to 5 pense per pound; eggs 5d per dozen; potatoes 1s. 3d. per bushel; hay 5s. a ton; firewood 10s. per cord. Items considered as luxuries were expensive. Luxury items were also assessed for taxes. For instance the closed carriage kept for pleasure was assessed at $500.00. Windows and chimneys were also items for taxation. A tax slip of 1864 showed that the owner paid 33 cents on a property which paid $60.00 in 1934.

But in spite of the hard life, (or because of it), the folk managed to have a good time. The husking bee, the quilting bee, logging bees and barn raisings made fun of hard work and often took the form of competitions, sides being chosen to see who could finish first or "beat". These bees would be followed by "eats" and a sing-song or dance. There was always much visiting back and forth between neighbours, especially if there were daughters at home with a beau calling. Checkers, carpet ball, conumdrums, charades and music were enjoyed by all in the family, none even thinking of leaving the bemused couple alone to court.

In later years when much of the heavy clearing had been done and improved tools were more numerous, the box social and the barn dance became the great social events of the community. Church suppers and socials as well as entertainments by local talent were frequent and well supported by the community. Women often took their fancy work and called at a neighbours where they would be served afternoon tea and much gossiping would be the order of the day.

Both funerals and weddings were events of great importance in the life of the pioneer. Often relatives would journey considerable distances to attend the funeral of some member of the family. Neighbours all outdid themselves to provide for these folk that came to attend the last rites. A great number of pies, cakes and bread would be taken to the bereaved home, and offers of an extra bed would be forth coming for those who must stay over. With each so dependant upon his neighour any death in the community was a loss to all.

The primitive school house was constructed of logs, frequently unhewn and contained a single room. The furniture consisted chiefly of long pieces of deal supported by pins inserted in the wall and used as desks, and along side of which extended huge pieces of square timber supported by legs on which the pupils sat. The walls were absolutely blank except where some enterprising youth had carved his initials. Maps and pictures, as well as blackboards, were unknown. Slates were used in place of scribblers and much of the work was done by reciting. The heat was supplied by a great fireplace where logs were burned. Rude and destitute as these early schools were they none the less cost the early settler much in labour and self sacrifice. The men would build the school and supply the firewood to heat it and the teacher would board in the homes of the community. Money would be scarce, but some would be needed to pay the teacher in addition to the board supplied. All the teachers were men, and many of them were of the class that had been unable to succeed in other jobs, sometimes because of an addiction to the "bottle", sometimes because they were dreamers and incapable of hard work. But progress was made and the standards of the teachers and buildings improved. Until about 1871 the inspection of the Public Schools were undertaken by the resident clergy. In this year all Public Schools were made free and it became necessary to provide suitable accommodation for the pupils. Mr. MacBrien was appointed County Inspector. The following is a list of the High Schools and the date of their erection—Whitby, 1849; Uxbridge, 1850; Oshawa, 1865; Port Perry, 1868.

Eventually, of course, the things which are so commonplace today found their way into the life of the County. Roads improved, the railways came, the automobile, the telephone, and Hydro power. Each of these inventions brought about changes gradually. The early cars were little better than the horse and carriages they replaced. The farm machines of the by-gone days were cumbersome and prone to break down. Even the trains could not be relied upon.

When one reads of the setbacks, and failures of our forefathers one wonders that they had the courage to persevere in new ideas. Small wonder, indeed, that some considered the old ways better. But there were always those who had the faith to believe that a way could be found to overcome the difficulty and so we today reap a harvest in comfort and convenience.

History of the Townships

HISTORY OF BROCK TOWNSHIP

1817: Brock Township named after the famous Canadian, General Brock, hero of Queenston Heights, was surveyed in 1817. Brock Township was settled by rugged British pioneers, who blazed new trails and cut out and built settlements in the virgin forests of the fertile soil of Brock.
1854: The genius and will of English, Scotch, Irish and Welsh settlers enduring great hardships soon cleared and built up the township into a farming area with flour, wool, and sawmills where ever water power was available. In 1854 the population was about 3500 and the total tax roll was 547 Pounds, 3 Shillings and 6 Pence.

1833: In the Township vault records of Township meetings go back to the year 1833, when at the meeting called by two of His Majesty's Justice of the Peace, for election of Township officers, some of the rulings made were: "Breachy cattle not allowed to run at large"; "Hogs to be free commoners excepting such as will go through a six inch hole"; "Rams not allowed to run on commons".

1836: The first motion on record was in 1836 when at the Public Meeting it was, moved by Joel Wixon seconded by William Matterson that it be resolved, That a fine of not less than Ten Shillings and not more than Twenty Shillings shall be imposed upon any person allowing Canadian thistle to go to seed upon his or her premises within the Township. Carried unanimous vote.

Reeves of Brock from 1854 for 100 years are as follows: John Hall Thompson, 1854 to 1865, and 1871, 1872 and five times Warden of Ontario County. Malcolm Gillespie, 1866, 1870. George Shier,, Robert Cunningham, James Glendenning, MP.P., William Baird, James Vrooman, James Umphrey, Warden; William Brethous, J. T. Edwards, George Turner, Henry Purvis, Warden; 1911, John Fallowdown, Warden, residing in Sunderland; John Wetheral, Dean Rundle, Thomas H. Francis, Lorne M. Pinkham, Roy Park, Ernest Umphrey, W. J. H. Philp, J. A. McDonald, Leslie McMullen, Warden; Stanley Miller, Alex. Thompson, Ferguson Munroe, Warden; and present Reeve Fred G. Lamb.

Some assessments and tax rolls were: 1900, assessment $2,005,245; and population 3528. In 1905, tax roll, $16,985.50; 1915 tax roll, $31,019.05; 1925 tax roll, $56,339.00 and in 1945 assessment $2,620,933, with tax roll $58,521.01. The 1954 assessment is $3,591,183, with a tax roll of $136,313.32 and the present population 2796.

1870: The Council Meetings were held in the Taverns up until 1870, when a Township Hall was built in Sunderland, a village which had sprung up with the building of the railroad through Brock about 1868. In 1906 the present **Township Hall** was built, equipped with Council Chambers, Clerk's Office, and excellent auditorium. Also a market hall, which has been changed to banquet hall.

The pioneer settlers realized the value of education and as schools were built a keen interest was taken in the various school sections to maintain their schools. At the present time the Township has a Public School Area system with a five room school at Sunderland. When in 1947 the county was set up in High School Districts, Brock district which comprised Brock, Thorah, Beaverton and Cannington was formed. It soon became apparent that schools were too crowded to make the best use of modern equipment required for present day teaching and a splendid High School was built in Brock Township near Cannington and is one of the finest rural High Schools in the Province. Its cost was some $435,000.

I will not endeavour to relate the history of the Church, any more than to say that from the pioneers down to the present day churches were built and maintained which are a credit to the residents of Brock.

1914-1918: The residents of Brock being from good British stock have always done their share in the defence of Canada and British fair-play. In the first world war 1914-1918, there were 28 men, the prime of the Township, who gave their lives for freedom. From the second World War the Honored Dead number 17 names on the bronze Honor Roll in Brock Memorial Arena.

These laid the world away; poured out the red
Sweet wine of youth, gave up the years to be
Of work and joy and that unhoped serene
That men call age—
And we have come into our heritage."

Brock-Sunderland Red Cross sponsored by and supported by Brock Branch of the Canadian Legion, was among the best in the Province. Constributions of goods and cash amounting to over Fifty Thousand Dollars, in second war.

One hundred years ago Brock was noted for its beef cattle and its fine barley and wheat, which were hauled by team and wagon or sleigh to Port Whitby. To-day farming in Brock is mixed and dairying. Mr. Talmage Bryan has one of the largest Guernsey herds in Canada, and Orvan Chambers is among the tops in Holsteins. There are many splendid beef and exceptionally fine dairy herds in the Township. The vast change in farm machinery and methods of farming in a century is hard to realize, from cradle and scythe to modern combine and forage-harvester. What the next century will bring we hestitate to even dream about.

Brock for a long time was second Township in the County of Ontario, but due to the fact that we are strictly agricultural with no manufacturing or lake shore development we are down to fourth place. However, let assessments be as they may, the fact still remains that Brock Township is the best rural municipality in the County of Ontario.

J. Stanley Miller, Clerk.

MARA TOWNSHIP

The Township of Mara, which derived its name from the Spanish language, was first surveyed, in part, in 1821 J. G. Chewitt. The survey was completed in 1836 by Robert Ross. Up to this time there was but a very scant settlement along the lake shore in Mara.

The land at that time had the appearance of being, for the most part, cedar swamp. As it became cleared up it showed to consist of excellent soil, being mostly clay and clay-loam. With drainage Mara proved to be very fertile farm land and as time went on it became built up of prosperous farming communities. In more recent years the lake shores, of Lake Simcoe on the west and of Lake Dalrymple on the east, have become built up and are the most heavily populated vacation areas in Ontario County.

As early as 1823 Patrick Corrigan, an Irishman, took up his abode in the wilds of Mara, on Lot 15, Concession 7, and this property is still vested in the Corrigan name. He was followed by Arthur Kelly in 1827 and after these came the families of Cameron, McDonagh, McDermott, Doyle, Boyle, Flynn, Harrahy, Duffy, McNulty, Connor, McGrath, McLennam, MacDonald, MacKinnon, etc., showing a large Irish and Catholic settlement in the central portions of the township. The Highland Scotch were numerous in the north and south portions of the township.

The Township of Mara and Rama was formed in the year 1850 and the records show that the accounting of that time was in sterling. This union between the two townships continued until 1868. The Township of Mara holding its first nomination meeting, in Fox's School House, on December 21, 1868 and the first council meeting was held in the Millington Hotel on Jan. 18, 1869.

The first reeve of the United Townships was Michael McDonagh, while the first reeve of Mara Township was Philip McRae and since that time Mara has had 23 men serve as reeve of the municipality. The present reeve being Will Jackson, of Uptergrove, who was born in Scotland in 1894, coming to Canada at the age of one year with his parents who settled on a farm situated on the shore of Lake Simcoe where Mr. Jackson still resides.

Many changes have taken place since Alexander Kennedy built saw and grist mill and formed around him the village of Atherley. Also James P. Foley who came to Mara in 1860 and built around him the village of Brechin. Both these gentlemen served as reeves of the township.

The first bridge joining Mara and the County of Ontario with Orillia and the County of Simcoe was built, across the Narrows at Atherley, about 1853. In 1857 the Center Road pushed north through Mara to connect up with this bridge.

As time passed four railroads were seen to build their road beds through this township in the endeavour, not only to link the south with the north, but to link the east with the west. Some of these railroads have since ceased to operate, however, modern highways have taken their place, with the advance of the times.

Mara contains an area of over 61,000 acres and has a resident population of 2200, with a summer population estimated at 6000 people. The assessed value of the township is close to three and one half million dollars.

PICKERING TOWNSHIP

On June 22nd and 23rd, 1911, there was held, east of the Village of Brougham, the Centennial Celebrations marking the 100th year after the founding of the Municipal Council of the Township of Pickering. There was a full programme, consisting of many bands, massed choirs and much speech-making. The most popular summer game, football, was played as it should be played by the Green River Shamrocks, Provincial champions. Most people came by buggy and democrat, but there were a few cars.

1791: But while 1811 was indeed an important date in the Township's history, we can look back further to 1791, when Pickering Township emerged as a separate entity, within the District of Nassau. In that year Surveyor Augustus Jones was commissioned to survey and lay boundaries of Townships in Nassau District east from Toronto to the mouth of the Trent. Names to be given the nine Townships do not correspond with those now applied, and in some way, not recorded, the original name Glasgow was changed to Pickering. Thus Pickering Township appears as a physical fact. But we begin the story of Pickering Township as a self-governed Municipality in 1881, when it became a separate Municipality under the County of York which then included the present counties of Ontario, York and Peel. Township of Pickering population in 1909—180, 40 men, 35 women, and 105 children.

1811: It was on March 4th, 1811, that a Town Meeting was held when the following appointments were made: Town Wardens—John Richard and James Powell; Town Clerk, Thomas Hubbard; Assessors, David Crawford and John Haight; Collector, Abraham Townsend; Pathmasters, Noadiah Woodruff, Thomas Matthews, John Lawrence and Abraham Townsend; Pound Keepers, Joseph Wixon and Timothy Rodgers. The first by-law dealt with fences and for forty years the by-laws passed mostly dealt with control of animals running at large, roads and appointments. As livestock ran at large, there were over 100 different brand markings for livestock. An interesting entry appears in the 1813 Minutes and reads as follows: "Our Town Assessors were put in by the lastin assessors for the year A.D. 1813 by reason of the wor that was declared against us by the States in the year 1812. By the same reason our townd-metin wor omitted in the year A.D. 1814 and our Town Officers wor put in the same manner." Town meetings were held at various taverns throughout the Township.

1850: On January 1, there was a general re-shuffling of Counties and Pickering Township became a minor Municipality under the County of Ontario, which had County offices in the Village of Whitby. The County Council is composed of the Reeves and Deputy-Reeves of the minor municipalities and Pickering Township is proud to note that eleven of its members have occupied the Warden's Chair. The first elected Township Council under this Act comprised W. H. Michell, Reeve; R. A. Parker, Deputy-Reeve; Peter Taylor, Fred Green and Joshua Wixon.

In 1850 the sun looked down on a very beautiful Pickering Township, half of it treed with majestic maples, oaks, beech, pine and cedar, the land quite rolling, and numerous grist mills, distilleries, cooper shops, etc., dotted along Duffin's Creek, Rouge River, Petticoat Creek and Puckrin's Creek, which supplied energy for the successful operation of these small factories. Here were 896 houses on its 62,407 acres, occupied by 6,345 persons who worked their farms or were employed in shops within haling distance of their homes. The main occupation of the residents was farming and they produced cereals, beef and pork which found a ready market in Toronto and the United States.

It is noteable that the production of the various cereal grains in bushels was: Wheat, 102,789; Barley, 3,855; Rye, 3,153 Oats, 133,824; Indian Corn, 4,203; Buckwheat, 642, and 30,249 bushels of Potatoes. There were 29,102 pounds of wool produced and the forests yielded 36,352 pounds of maple sugar. The livestock was listed at: cattle 5,739; horses, 1,716; sheep, 9,248, and hogs, 5,188. Statistics show that the average value of cleared land was £5' 5s per acre.

Flour milling was a most important industry when 25,500 barrels were milled. The 24 Saw Mills produced 5,230,000 Board Feet yearly and their mills were supplied by farmers who took to the bush in the winter months. Four carding mills produced 25,862 pounds of cloth yearly while the good ladies produced, in their spare moments, 17,380 yards of fulled cloth, linen and flannel.

1856: In the years 1845 to 1856 there were two piers on Frenchman's Bay, one immediately south of the present Canadian National Railway bridge and the other west and south. From here squared timbers, masts, pine logs and cordwood came from North Pickering and Townships to north to be shipped to the growing city of Toronto. The mouth of the Rouge became quite a shipyard and a number of freight boats were built here, but it was necessary to tow them to Toronto to have their engines installed.

The chief means of transportation were by waggon, cart or sleigh over roads that were little better than trails, but the marshy parts were made passable by the use of trees laid side by each and covered with dirt. The Rouge River was navigable for some distance north of the Scarborough Town Line, which served a small area, while the opening of the Grand Trunk Railway in 1856 provided this Township with a fast transportation and many new settlers.

The assessment was £467,836 on which taxes collected were £1,432. with the average tax on a 100-acre farm about £2, including the tax on personal possessions, such as farm equipment and livestock. Of course these were the days of statute labour.

Pickering Township has been indebted to Hector and Donald R. Beaton, father and son, who were clerks of this Municipality continuously from 1846 to 1944. This service of ninety-eight years is the longest known in the Province of Ontario and their keen knowledge of Municipal affairs has been a great asset to almost a century of Township Councils.

THE TOWNSHIP OF RAMA

1854: By an Act of Parliament passed in 1851 the old County of York was divided into three counties, York, Ontario and Peel which continued as a union for municipal purposes until January 1st, 1854. In that year the County of Ontario left the union and set up the necessary machinery of government to take care of her own affairs.

During the union of the three counties the two Northern townships of the county, Mara and Rama were united under one council with Mr. James McPherson as Reeve. In the chronicles of that day it is interesting to read of Mr. McPherson's right to sit on council being attacked by Mr. Thomas McDonagh who having swam his horse across the narrows of Lake Simcoe in making the journey from the North of the county, appeared before council with a certificate of election duly signed by the township's clerk. The township's clerk also stated that McPherson had resigned. Mr. McPherson having denied this charge, McDonagh's claim to represent the Northern townships was disallowed.

The Township of Rama, the Northernmost in the county contains some forty-two thousand five hundred acres. Of this some twenty-five hundred acres is owned by the Department of Indian Affairs and used as a reservation for the Ojibway Indians. Up to the year 1836 this reservation had been located near what was then the village of Orillia on the West shore of Lake Couchiching.

During the 1870's, by which time Rama was electing her own reeve and council, the township forged ahead under the impetus of the lumbering industry. The axe and saw of the McPherson Lumber Company, the Longford Lumber Company and the Rama Transportation Company cleared great tracts in the primaeval forests which were then put under the plow. The lumber interests built a thriving community at Longford on Lake St. John. Longford became a hub of industry, boasting a covered arena for sports and a large hall with stage for theatricals and vied with Orillia to obtain the leading road shows of the day. The Longford Limestone Quarries and the Standard Chemical Company were also located there. With the depletion of the great stands of white pine for which Rama was famous, the lumbering interests followed the trend Northward leaving only the chemical plant which is still in operation today and being the only industrial plant in the township. Boasting a population in that day of which the township as a whole would today be justly proud, Longford is a sparsely settled community perhaps best known to the ardent angler.

In this centenniel year Rama has a population of some eight hundred and fifty permanent residents. Bounded on the West by the shores of Lake Couchiching and the Severn River, here is the ideal vacation land being south of the black fly belt and reached by provincial and county highways, bus, and train. The waterfront area of the township is well built up with summer homes running from the modest cottage to lavish residence and accounts for some sixty per cent of the assessed value of the township.

The residence of James McPherson, the first reeve of Rama, constructed of native limestone and occupied to the present day is in a splendid state of preservation. Here was located the site of the first post office in the township and the original letter rack, tiny in comparison to the needs of to-day, is the proud possesssion of the present owner of the property.

Proud in the spirit of their stout hearted ancestors and with a just pride in possession of the hard earned acres of the home farm, we find descendents of many of the pioneer settlers of Rama Township. Numbered among these are such names as Cooper, Chisholm, Dunlop, Boyd, Genno, Cleaveley, Kennedy, McDonald, McKinnon, Mahoney, McCauley, Duffy, to name but a few in the space allowed in this booklet.

THE TOWNSHIP OF REACH

The Township of Reach is situated in the Central part of Ontario County. In size it is about 13 miles North to South and 9 miles East to West. It contains 62,349 acres with an assessment of nearly $3,000,000 and a population of 2800. While the Township is largely rural many of its inhabitants work in the City of Oshawa or other neighbouring towns, commuting daily.

1821: The first white settlers in Reach were the Crandells, who came from New York state to Prince Edward County in 1812 and from there to Reach in 1821. They settled on the south side of the present road from Manchester to Prince Albert. The farm is now owned by our Township Clerk, Grant Christie. The first white child in the township was a daughter of Reuben Crandell.

1823: The next settlement was commenced in 1823 by John Ray on lot 11 of the second concession and William Wade settled near the present village of Manchester. In 1824 Abner Heard and Reuben Dayton settled on the site of Prince Albert, which was for many years known as Dayton's Corners.

1828 to 1836: John Ensign settled where Epsom now is in 1828, and in 1831 a Scotch settlement between the present sites of Manchester and Utica was started. In 1833 and 1834 settlers took up land in the Greenbank area,— the Craggs, Bairds, Pattersons, Wells and Adams were among these. About 1836 the

Coates settlement was started near the present site of Shirley.
1846: A plank road was commenced from Scugog to Whitby. It was to have passed through Borelia and Prince Albert, where the Crandells had rough-hued a road when they settled, but certain settlers refused to give up their land and so it went by way of Manchester. It was ten years before the planks were all laid. The road was built by the government who later sold it to private interests and it became a toll road. In 1852 another road was started to Oshawa and it is said that workmen on this road received 50c. a day for their labour. There were five toll gates between Manchester and Whitby.

1829: Great changes have taken place in our educational system since 1829 when the first school for white children was built just west of Prince Albert's present site. The second school was built on the 4th concession in 1835. In 1841 a school was opened at Cedar Creek and by 1859 the township had 16 schools. There are sixteen school sections in Reach today. They have always been well looked after and a high grade of teacher employed. The High School Area contains two schools, one in Port Perry and the other in Uxbridge. Over 500 pupils from the rural areas attended these schools, most of them arriving by bus.

1827: The first preaching of the gospel was commenced in 1827 by a Baptist. 1832 a Presbyterian minister visited the settlers. The religious meetings were held in the homes until 1848 when the Methodists built the first church, located on the 11th concession. The same year the Presbyterians built on the 12th, and later at Utica. John Christie, who used to walk from Epsom to the Kirk on Starr's Hill (near Whitby Town) a distanct of nearly twenty miles, wrote to his friend the Marquis of Breadalbane in Scotland, telling him about the need of churches in Canada and the Earl sent a subscription of twenty pounds sterling, which along with contributions of lumber, shingles and timber, built the Breadalbane church in 1848.

1840: A system of mail delivery had been started in the County about 1827 which carried the mail from the "front" to Thorah. It arrived about every two weeks and was carried by a man on foot or horseback. In 1840 a post office was opened in Prince Albert and in 1852 others were established at Port Perry, Epsom and Manchester. Today our township is covered by rural delivery which picks up and delivers mail daily.

1850: Reach Township was organized in 1850, having been surveyed in 1809 and named after Col. Reach. The Township Hall was built in 1852 at a cost of $1,400. The land was purchased at a very low price with the deed specifying that it be used for muncipal purposes only.

Before the construction of the railways in the County, Prince Albert was the second largest grain market in Upper Canada. For forty miles back the teams brought their loads of grain and it was no uncommon sight to see a train of wagons stretching back a half mile waiting to be unloaded, and it often took three days to complete the round trip.

From the time the Township was organized till after the turn of the century the main products were grain, lumber, beef cattle and horses. Since that time it has become a large producer of fluid milk and many of the finest dairy herds are to be seen on the farms of Reach. During this space of time the early methods of farming have greatly changed. From flails and cradle to binders and threshing machines, mostly drawn by tractor, to big 12 or 14 foot self-propelled combines, forage harvesters and others is a sign of the progress of the times.

Transportation, too, has made great strides. Where the farmer had to carry his products many miles to be shipped to market, trucks and transports pick it up at the farm. The car has taken the place of the horse and buggy and so many changes have been made in the roads and the methods of maintenance. Our township is served by two provincial highways, about 40 miles of County roads and 130 miles of good township roads.

Reach Township became part of the County of Ontario when it was organized in 1854. Since then Reach has been represented by many fine reeves and deputies. During these hundred years Reach has had the honour of having five of its representatives elected to the office of Warden.

The people of Reach Township are largely British origin and they and their homes are considered our greatest asset.

THE TOWNSHIP OF SCOTT

The Township of Scott was surveyed by a Major Wilmott in 1807. He surveyed several of Ontario County Townships. Archives Office in Parliament Buildings, Toronto, have suggested that it was named after Chief Justice Scott, of Peterborough. The 1821 session of Legislature of Upper Canada attached it with Reach, Brock, Thorah, Mara, Rama and Georgina to the East Riding of the York County.

1830: The first settler was Evan Jones, Welshman, who settled on Lot 17, Concession 6 in 1830. The first schoolhouse was built on this lot. The first teacher was William Morrow. (There are now 11 schools in the Township.) Shortly after came Weldons, Vernons, Pearts, Phillips, Urquharts, Clarks, Mustards, Blanchards, Leasks, Hoods, Leitchs, Bains, Harmons, etc.

The first white child born in the Township was a daughter of Thomas Hood on lot 3, concession 6, where descendants of his were still resident in 1914. The second white child born was Alexander Urquhart who later resided at Udora. The first doctor was Dr. John Hardy.

Early settlers of this area teamed grain to the port at Whitby for overseas shipment during the days of the Crimean War, as well as having it turned to flour for their own use.

Prior to the first town meeting Mr. Joseph Gould, of Uxbridge, represented Scott and Uxbridge in the Home District Council.

1843: The first Town meeting was held at the home of Thomas Hood, January 1843.

1860: Before the present Township Hall was built in 1860 the Council meetings were held in the school house on the 6th concession. There are now seven churches in the Township. From time to time the Township has been honoured by having one of their reeves chosen as Warden of the County. An ex-reeve, Mr. James Blanchard, was elected to the Ontario Legislature in 1929.

The Township of Scott now has over 100 miles of good roads, and is noted as a holiday resort area with cottages at Wagner's Lake, Mud Lake, and Black River, which is well stocked with speckled trout.

The beautiful Memorial Temple erected on Lot 7, Concesson 7, by the late Thomas Foster, ex-mayor of Toronto and ex-M.P. is an attraction that brings many visitors from a distance to view and admire. Also Scott has two memorials of a benevolent citizen the late William Horner, in a Community Park and Hall, at Zephyr.

Leaskdale, Sandford, Udora and Zephyr are hamlets in the Township.

The present population is approximately 1800 and the assessment $2,000,000.

THE TOWNSHIP OF SCUGOG

Incorporated 1856

The island township was at first divided between Cartwright and Reach. It became a separate municipality in 1856.

Those who are unfamiliar with our early history will be surprised to learn that the pretty expanse of water so aptly called by the Indian word Scugog* was in the days of the early pioneer a vast area of swamp and grassy spots with but a narnow navigable channel. In order to provide milling accommodation the Government granted William and H. Purdy (1832) 400 acres of land. To erect mills and provide power the Scugog River was damed up at Lindsay and the water level raised four feet. The result of this was to flood the tamerac forest at the south end of the present lake as well as much other land. Considerable objection was made, even in the form of open rebellion, which was quickly subdued, and as the navigation was greatly improved the building of the dam was upheld for the land was not considered as important as the increased facility of travel.

(* Scugog, variously spelled in the early days, was a word used by the Indians to indicate swamy or submerged land.)

1816: In the early days the island received little attention as a place to settle due to the difficulties of transportation, which was mainly by raft. It was surveyed, however, in 1816 by Major Wilmot and the first white settler took up land in 1834; by 1847 there were recorded 100 white settlers. One of these early settlers is said to have had a tax bill of 50c., but was obliged to walk to Bowmanville to pay his taxes.

1843: The Indians of Balsam Lake made their home on the Island.

1850: The first steamboat appeared on the Lake and in the following year the first regular trips were made to Lindsay, the chief cargo being lumber. There were frequent holiday excursions to Washburn Island. Indeed this small island at the north end of the lake had been fitted up as a picnic ground.

1860: About this time an attempt was made to have a canal constructed between Scugog and Lake Ontario, but the idea was given up when the Trent Valley route was finally settled. The first action of the newly incorporated council was to appropriate $125.00 for the construction of a bridge from the mainland, also new roads and concession lines were surveyed and a start made on their construction. The problem of the "bridge" became a hardy annual for some years. The earliest bridge, a floating structure, cost a great deal to maintain and efforts were made to so construct it that it would not be badly damaged by spring ice but it was not until 1880 that County Council finally made arrangements for a more permanent structure which eventualy resulted in the present roadway from Port Perry to Cartwright via Scugog.

1847: The first school on the Island was a missionary school to the Indians. It is reported that this same missionary also administered to the white people. Sometime in the '60's another school was built and by 1869 the Township was considered well served by good schools. These early school buildings served as churches, too, but proper church buildings soon followed. These were the days of the "circuit rider", when one preacher served a wide area, riding a horse or walking from community to community in an area approximately the size of entire county.

At first Scugog was a Mission Church with the minister residing in Port Perry; but in 1893 a request was made of the District Conference to build a parsonage on the island, this was followed by a church. The first church for white people was known as the Head Church and was built by the Methodist Episcopal. This building together with the shed cost $677, and as the congregation was small it was a heavy burden, but they managed this load without a mortgage. Two other churches were built within a few years .

Of the early settlers, Mr. Rodman came from England and after a journey of 8 to 10 weeks landed at York. He settled first at Bradford. Mr. Rodman left his wife and ten children and prepared land for a homestead on Scugog (1834) but the wife died before the family moved to their new home.

1843: Indian Reserve—The reserve on the island is occupied by the Missisaugus of the Ojibway nation and of Algonquin stock. They believe that they came originally from Lake Superior area and settled at various times in Rice Lake, Port Hope and Whitby areas. The site of Port Perry was also a camping ground. They were settled on a reserve at Balsam Lake but were dissatisfied and themselves purchased land on Scugog (1843) where they have since remained.

Scugog, along with other communities, supplied men and money when needed for military reasons, and we find the names of men from Scugog in all the engagements with the enemy from the Fenian Raids to the last Great War.

THE HISTORY OF THORAH TOWNSHIP

1796: The history of Thorah Township goes back to about 1796 when a number of soldiers were discharged from the British army and set out to take up land. One of these, a Corporal Crawford or Corporal Cameron, one version gives one name and another version the other name, was a young man who had been discharged because of the loss of an eye. He brought his wife and two step children and settled in Thorah Township. One day while the Corporal was out hunting, a pack of wolves in some manner got into his cabin while chasing a deer and all the family except one child who was hidden under an upturned cradle were mangled by the vicious brutes.

1822: It was some years later before the first permanent settlers arrived. Ensign Turner built the first house in the Township. The summer resort known as Thorah Beach is located on part of the land that he cleared. His daughter, Elizabeth, was the first white child born in the township.

1827: The whole township had been surveyed by J. E. White and David Gibson, and many discharged soldiers had been given grants in the area. They followed the old Mississauga Indian Trail, part of which had been made into a road by the army and was known as Yonge Street. The settlers were largely Scottish or British. The Scots chose mostly the east end of the township. About 1830 John Gunn came from Scotland and his descendants have remained in the area, and today the Dunrobin Farms as the family's land is known, are famous for the Holstein cattle. An old Indian burying ground was found near the present site of Beaverton, and some oldsters can remember first hand accounts of Indian skirmishes.

1852: Hardship and sorrow dogged the life of the settlers. The Grant family (now Hillcrest Farm) lost all through a fire that destroyed many buildings on nearby farms. Many families who prepared to receive relatives from the home land were disappointed and made sorrowful when word was received that the long and arduous journey had been too much and the long awaited one had died on the way. More than one who was to have made Thorah his home lies in a grave as far away as Montreal or Toronto.

1835: Col. Kenneth Cameron retired from the army and settled on the Shores of Lake Simcoe (now Simcoe Lodge). The Colonel took particular interest in the roads of the township and later became the first reeve. When rebellion broke out he rejoined the army and was posted at Niagara (1837) where he was appointed sheriff of Niagara, but after a few years he returned to his homestead. At this time the settlement of Milton (later Beaverton) was growing and a general store, grist mill and saw mill were in operation.

1831: The first religious service in the district was held for the Presbyterian congregation at the mouth of the Talbot River. There was no regular minister, but prayer meetings had been held in the homes. Eventually the church was built, though there was still no resident minister. Whenever one passed through the district there was much christening, baptising and marrying to be done.

The first school was in the southeast corner of the Township and was built of logs as the pioneer schools were at that date.

1853: A group formed the Thorah branch of the Agricultural Society of the County of Ontario in January. From a small beginning this society grew steadily. In 1866 they voted the sum of ten dollars to encourage the plowing match. In September 1952 The Township and Beaverton joined in celebrating the centennial of the Fair.

Canoes and smaller boats were much in evidence on Lake Simcoe for the transportation of persons and freight and as the population grew the need for larger boats became evident.

Some enterprising citizens banded together to form a joint stock company to purchase the first boat, "The Sir John Colborne" named after the governor of Upper Canada. The building of the boat started in 1831. It was a gala week when it made its first round of the settlements. The first boat had difficulty in passing the narrows into Lake Couchiching and was replaced in 1834 and later again in 1845. Still they encountered difficulties because of the narrows and transferred their run to another branch of the river. Here trouble arose with competition, which was so keen that at one time passengers were carried free and supplied with meals as well. Many vessels were launched on the lake but for one reason or another all gradually passed.

At the time of this great dependance on Lake boats business interests were effective in having a canal built to connect Lake Simcoe with Lake Ontario. The Trent Valley Canal was commenced in 1833 and took 88 years to complete. The formal opening was made in 1907 by the Postmaster General and the Minister of Railways and Canals.

1869: After what seemed to the residents as an endless waiting the first train puffed into Beaverton.

The Thorah Council made a fine bargain with the Port Hope, Lindsay and Beaverton Railway when in 1869 it passed a by-law to provide for this railway with interest at 3 per cent per annum in perpetuity. Both Beaverton and Thorah are deriving benefits yet.

One hundred years ago (1854) the population of the Township was little over 1000, including Beaverton. This year the population is 907 without Beaverton which is incorporated village. The tax statement of 100 years ago reads in part "Roads and bridges 66 pounds, 10 shillings; Twp. officers' salaries, 47 pounds, 10 shillings; incidental expenses 6 pounds, 10 shillings; the amount required for the County 88 pounds, 2 shillings, 6d; rate for lunatic asylum, 8 pounds, 15 shillings. The total tax roll, 1854, 199 pounds, 1 shilling, 2d. This year, 1954, the assessment is $1,872,498.00 and the tax roll $67,825.21.

THE TOWNSHIP OF UXBRIDGE

The Township of Uxbridge lies immediately north of Pickering in the second range of townships from Lake Ontario. Before the separation of the county, this township was united with the townships of Whitchurch, County of York and Scott. It was one of the first townships to be settled.

In 1808 the area around Glasgow was settled and in the same year a large settlement of Pennsylvania Dutch Quakers same year there was a large settlement of Pennsylvania Dutch

Quakers who chose the area in and around Uxbridge Town. Quaker Hill, west of Uxbridge, boasts the location of the first church in the Township, built in 1809, and it still stands. The first school was erected in 1817, the first store in 1830, and the first post office in 1836.

By this time there were two villages in the Township, Uxbridge and Goodwood, although the population still only totalled 462. A large number of saw mills and grist mills were in operation at this date and since the township was densely covered with forest it was certain they were not without ample business. A Presbyterian missionary reported on a 12 mile tramp through the woods from Uxbridge village to Whitchurch that he had not seen a house or one settler.

The second white child born in the Township was the illustrious Joseph Gould who, along with other members of the family, have held almost every type of important post at one time or another in municipal and county appointments.

The first meeting of the Township occurred in 1850 but it was not until four years later that it became part of Ontario County. At this meeting Joseph Gould was appointed Reeve and the main business seemed to be on the matter of laying out roads, school areas, and checking on taverns of which there were 10 in the Township by 1854.

Other names of importance among the elected members of council as well as in the various settlements were: Millards, Widdifield, Hilborn, Sangster, Spears, Bagshaw, Plank, Shier, Vansant, Yake, Long, Watson, Wagg, Randall, Morganson, Bascom, Todd, Dowswell, Chapman, Forsythe and Galloway.

Through the years the Township has continued to develop and there are now a good supply of township roads running through picturesque country. Although the Township is not all ideal for husbandry, there are a number of good farms within its boundaries. Population last year was 2,294 with assessment of $1,988,652. There are 10 schools in the Township with a total of 11 classrooms.

Present council consists of Reeve, Stuart Ball; Deputy-Reeve, John Ball, and Councillors, Earl Dowswell, Clarence Bunker, and Robert Nesbitt. Both the Reeve and Deputy-Reeve represent the Township at the County Council in Whitby.

WHITBY TOWNSHIP

The Township of Whitby formerly embraced the Township of East Whitby, City of Oshawa and the Town of Whitby as well as the Township of Whitby proper of the present day. The area of the Township at present is 31,660 acres and the principal villages are Brooklin, Ashburn, Myrtle and Myrtle Station.

1820: Land in the Brooklin district was first taken up in the 1820's. The first known settler in the village of Brooklin (then Winchester) was in 1832 with several families settled there during the 1840 period. Growth was rapid and by 1846, there were 300 inhabitants.

1851: The population had grown to about 550 and there was one physician, 3 grist mills, one ashery, one tannery, seven stores, 3 taverns, 2 wagonmakers, 3 blacksmiths, one cabinetmaker, one woollen mill, one foundry, one brewery and a soap and candle factory. One of the mills constructed in 1848 is still in active operation although no longer operated by water power.

1848: A plank road was constructed from Port Perry to Whitby to facilitate the movement of hundreds of thousands of bushels of grain from the farms en route to the Whitby harbour where it was loaded in vessels. This road was laid out and constructed by government engineers to assure a good high roadbed with easy grades over the ridges and perhaps would not have been built if it had not been for the perseverance of Peter Perry, then the member representing the third riding of York County (now Ontario County). Construction consisted of four-inch planks of the finest pine, fourteen feet long and laid diagonally. In 1852 a private company purchased the road and erected toll gates. One of these was at the present junction of No. 7 and No. 12 Highways. The road remained in private ownership until 1876 when the county took it over and resurfaced it with gravel.

When the proposed Whitby to Georgian Bay railway was granted a bonus of $15,000.00 by the Township of Whitby, to aid in its construction, the easterly 17 lots of the township withdrew and formed a separate municipality known as East Whitby Township. The last landmarks of this railway in the township have since disappeared. The Brooklin station was destroyed by fire in the late 1930's and the red elevator nearby was demolished in 1950.

1862: Originally "The White Church" on Starr's Hill, Kingston Road, accommodated all residents of Whitby Township, Whitby and Oshawa until a Wesleyian Methodist was built in Brooklin. In 1862 the Presbyterian Church was erected. Other Faiths followed and united until there is now the United Church of Canada and the Anglican Church.

In noting changes in the village of Brooklin, the public school was at one time opposite the Community Park. After it was destroyed by fire, the present building was built in 1923 near the intersection of Highways No. 7 and No. 12.

Since the days of industries with their activities, Brooklin has become a residential village with community-minded citizens.

1948: The Township of Whitby under a committee headed by Dr. J. H. McKinney, of Brooklin, made preparations for an Arena to be built as a proper memorial to those who served in the two Great Wars 1914-1918 and 1939-1945. Then with the aid of voluntary contributions amounting to $8,000.00 and much free labor, the Arena, located in the Brooklin Community Park, was opened for skating on January 27th, 1949, and was formally dedicated on November 6th, 1949. This building cost approximately $25,000.00 and was free of debt when it was opened—something of which the Citizens of Whitby Township can be justly proud.

Another attractive building, the Masonic Temple, erected on the former lodge hall site, was completed in the month of March, 1952 and was dedicated March 21st. This building then valued at $40,000.00 was built through contributions and free labor also and cost the sum of $13,000.00.

Now in 1954 the beautiful I.O.O.F. Lodge Hall is nearly complete and has been used by the Oddfellows and Rebeccas since spring. This building also has been built through contributions and voluntary labor, and is valued at approximately $40,000.00. It is located at the corner of King and Bagot Streets, Brooklin.

Ashburn was originally named Butler's Corners for Richard Butler who settled at that place in 1832. In later years due to the number of Asheries producing potash for shipment from the port at Whitby, it was given its present name of Ashburn. During the past century, many outstanding cattle breeders have found a place in the Hall of Fame in international livestock circles and placed Ashburn definitely on the Agricultural map of Canada. At the present time, the Miller farm is an International Quarantine Station for shipment of livestock between countries.

Myrtle was settled in 1830's becoming known as Well's Corners. In 1856 when it became more populated, the name was changed to Lenwood. Somewhere around 1868, this name in turn gave way to the present name of Myrtle. The first post office was opened in the shoemaker's shop owned by Reuben Hurlburt who later attainded fame as the originator of "Hurlburt's Shoes for Children." In 1884 the C.P.R. main line from Toronto to Montreal was completed one-half mile north of Myrtle and a thriving community named **Myrtle Station** came into being.

The history of Whitby Township would not be complete without adding the fact that Canada's First Conservation Day was held on the south part of Lot 29, Con. 6, and the north part part of Lot 29, Con. 5, (both parcels of land being owned by Mr. Heber Down, Warden of Ontario County in 1953) on Sept. 8th, 1949. This day was widely published by both press and radio and attracted a crowd of over 15,000 people.

THE TOWNSHIP OF EAST WHITBY

East Whitby Township was part of the larger township of of Whitby until 1858. This larger area included the land of both Whitby Town and Township, and Oshawa as well as the present East Whitby Township. It was surveyed about 1795. Settlers came from Scotland, Ireland and England.

1778: The first white settler, Benjamin Wilson, was the victim of robbery by Indians. All the supplies and tools received from the government were seized and Wilson ordered to 'go back'. In the act of returning he met an Indian Chief in the company of a white settler, who upon learning of the theft caused the miscreants to make good the damage done and provided protection for future days. Wilson settled just east of Oshawa Harbor.

1807: The first cherry trees were brought in the Harmony area by the Farewell brothers, who later opened a trading business with the Indians. At that time the water at the mouth of Harmony Creek was deep enough for large vessels, but with the clearing of the land it has dwindled in size.

1822: A carding and fulling mill was erected on the present site of Oshawa, and it was soon followed by several lumber and grist mills along the creeks that flow from the ridges and through Oshawa and Harmony.

1823: A Post Office and store was opened at Hamer's Corners. It is said to have been the only one between Toronto and Port Hope, and the mail was carried from here, by private persons as far away as Thorah Township.

1831: The Government cut a road two rods wide in the eastern part of the Township which caused it to be setttled earlier than the other sections.

The first kirk was built on Starr's Hill and is said to have served all the area including the present towns of Whitby and City of Oshawa and that part in between, and as far north as the ridges.

1853: A number of immigrants were put ashore at Oshawa Harbor who had cholera; some of the settlers also contracted the disease and died.

1858: The separation of the East Whitby Township was the result of dissatisfaction with the electing of representatives to government and the feeling that Whitby Town and its immediate area had an advantage over the eastern section. Oshawa was also separated for the same reason.

A comparison of assessments will indicate the growth of the Township of East Whitby.

1860: (Before annexation of part of area by Oshawa) 34,700 acres. County Rate 2.68 mills which was $3,706.80. Township rate 2 mills which was $1,967.49. Special rate for poor ⅛ mill, $126.93. Total collected $4,800.50.

1955: Area of 20,986 acres. Assessment value $2,010,789; Total taxes $76,658.64.

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History of the Towns and Villages

HISTORY OF AJAX

Ajax is situated on the shore of Lake Ontario, some twenty-five miles east of Toronto. Before World War II, this was open farmland, dotted with few houses and barns. The site was selected in 1941 for the location of an important war plant. The Canadian Government, acting through Defence Industries Limited, established here a huge shell-filling plant extending over an area of almost 3,000 acres.

In addition to the operational buildings and magazines, the project included its own pumping station, sewage disposal plant, a steam plant and many miles of road and railway. Six hundred small homes, plus a number of dormitory buildings, were built to accommodate the thousands of war workers needed to operate the plant. The town was provided with its own post office, banks, hospital, recreational centres, police and fire departments.

The project was namd "AJAX" to commemorate the naval action off Montevideo which had cost the Nazis the loss of their pocket battleship the "Graf Spee".

During the war Ajax turned out immense quantities of ammunition, and was in fact a very important element in Canada's war production.

After the end of hostilitites, Ajax was occupied, in part, by the University of Toronto. Student enrolment had risen almost overnight to astronomical figures, creating a sudden demand for space and facilities which could not possibly be absorbed by existing accommodation in Toronto. Fortunately, Ajax was available to meet this emergency. Plant buildings were quickly adapted to provide lecture rooms, laboratories and drafting rooms. War workers moved out and veteran students moved in. At its peak, the Ajax Division had an enrolment of over 3,300 students of the Faculty of Applied Science and Engineering. The great majority had their living quarters within the project.

At the same time, the greater part of the plant area was taken over by War Assets Corporation, which occupied many of the buildings.

During this period, the six hundred houses had been administered and maintained by Central Mortgage and Housing Corporation, the housing agency of the Dominion Government.

In 1948 the University gave notice of its intention to withdraw from Ajax the following May. It was then decided to place full control of Ajax in the hands of Central Mortgage and Housing Corporation.

In accepting responsibility for the future of Ajax, Central Mortgage and Housing Corporation realized that herein lay an unusual opportunity for the practical application of modern planning principles.

The strategic location of Ajax, with its road and rail connections, its existing services and buildings, has great possibilities for industrial development. The open site, and the absence of individual small ownerships offered an extraordinary freedom of plan. Here it is possible to visualize the ultimate growth of an urban community in which the various needs of industry, business, recreation and home life may be happily blended. In brief, being created here, on the site of the old Ajax war plant, is a new town designed for twentieth-century living.

An eventual population of 25 to 30,000 is within the range of possibility. While this estimate may appear ambitious, it cannot be termed extravagant or visionary.

The foregoing has been included in this history of Ajax because since it was written so much of what was predicted has come to pass. At this time, Ajax is a full-fledged town under its own elected municipal government.

In 1950, the Crown owned land of Ajax became an Improvement District Municiality under the administration of a Board of Trustees, appointed by Order-in-Council of the Government of the Province of Ontario.

In the subsequent four years to December, 1954, the population of Ajax nearly doubled to reach 6,000. The assessment followed the same pattern and is now nearly $6,000,000. Ajax has grown from the status of a war asset of doubtful value to that of the third largest Municipality in the County of Ontario.

Thirty-six industries have made their home in Ajax and provide employment for 1700 persons. New schools have been built to provide accommodation for over 1200 elementary school children. A new High School is under construction, due to be completed in the fall of 1955.

In 1954 a new 34 bed hospital was completed and is in full operation. Roads have been paved, street lighting installed, a modern shopping centre with ample parking facilities is a feature of this new town. A new sewage disposal plant is under construction of adequate size to meet the needs of a town of 12,000 people.

In December, 1954, Ajax held its first municipal election. The interest of the residents was reflected in the over 80% vote that was recorded.

On January 1st, 1955, Ajax became a town—Canada's newest town. The proceedings at the inaugural meeting were recorded on film and shown over a national telecast.

His Honour, County Judge J. E. Pritchard, officiated at the swearing in ceremony of the new council.

The council is composed of the following members:

Mayor—B. deForest Bayly.
Reeve—John Mills.
Deputy Reeve—Roger Conant.
Councillors—
Wm. A. Parish, Kenneth T. Smith, Claude L. Rowland,
. Wm. Scarff, Patrick F. Sheehan, Charles W. Laycock.
Town Clerk—Bolton C. Falby.

THE VILLAGE OF BEAVERTON

Incorporated in 1884

The Village of Beaverton is located at the mouth of the Beaver River on the shores of Lake Simcoe.

1820: The Township is surveyed and the first settlers locate on the site of Beaverton about 1822. By 1827 the whole Township had been surveyed and settlers travelling up Yonge St. from Toronto began to take up land on the shores of Lake Simcoe.

1827: The matter of having a canal to connect Lake Simcoe with the other lakes and rivers leading into Lake Ontario was discussed in the Lower House of Parliament and a committee appointed to decide on ways and means. By 1833 this waterway with its locks and dams and its great lift locks was begun and about eighty years later completed.

1830: The first store was opened for business and saw mills and grist mills were running the same year. The Village of Beaverton had been surveyed by one, George Smith, who acted as village clerk for a number of years In 1852 a by-law permitted the construction of sidewalks, but it was many years before they were made of cement.

1835: The first post office was built in 1835.

1855 to 1867: Between these years there were no fewer than seven taverns known to have flourished in Beaverton. The business section of the village centered around Simcoe St. and Osborne Street, and the land on which the Town Hall and Public Library now stands was known as the Iron Block and contained various business places of which only one remains, the blacksmith shop. Others were burned in 1888.

1856: Beaverton had its own newspaper. The present paper "The Beavverton Express" was first published in 1882 by Mr. J. J. Cave and has been in the same family ever since.

1872: With an abundance of good pottery clay in the area a concern was turning out fine pottery by this date, and in the nearby township brick and tile were manufactured. By this time the Beaverton Foundry was turning out fine machines and a great timber business was flourishing on the railway between Beaverton and Orillia. This railway started in 1869. About 1872 the village was connected with the rest of the world by telegraph.

1884: On June 5, 1884 the village was separated from the Township and became an incorporated village with Mr. G. F. Bruce the first reeve, he later became the warden of Thorah Township. This same year the Beaverton Checkers was organized and later became the famous lacrosse team to win the International Championship of Ontario. 1899.

1853: A move was made toward having a Township Library and land was purchased for this purpose. In 1889 all the library equipment was transferred to the Mechanics Institute. Here it remained until 1912 when the present fine Carnegie Library was built with its excellent accommodation and reading room.

1910: The village has been lighted by electricity since 1910 when Mr. Alex. Dobson obtained permission to install the lights to replace coal oil lamps in business and homes. It was this Mr. Dobson who started a peat works and although it flourished for some time peat was never manufactured in large quantity.

Among the many fine buildings of which Beaverton is justly proud is the very fine Library, and the Town Hall, a motion picture theatre, an arena and curling rink. Beaverton is also proud of its modern waterworks system which was completed recently and cost approximately $185,000. A recent purchase of an up-to-date pumper truck has improved the fire department; hydrants have been installed on all village streets and there is no lack of water. The streets are well lighted and well cared for and there is a regular collection for garbage. There are several industries flourishing in the village, although it is situated in a rich farming area and this rural trade and summer visitors add greatly to the prosperity of the Village.

1952: In September the citizens of Beaverton and Thorah Township celebrated the 100th Fair to be held in the village.

1954: The assessment was $925,000.00 and population 1045.

THE VILLAGE OF CANNINGTON

1830: In the early 80's the land on which Cannington now stands was taken up by a settler named Godfrey Maybee, who was followed by Laughlin Davidson, Irvine Johnston and later by Archibald MacCaskill. The first sawmill was built on Mr. MacCaskill's land in 1830. The first general store opened in 1835 and stood near where Bassett's house now stands; in 1848 a second store was erected on what is now Cannington's main street. Settlement followed rapidly with a woollen mill in 1840 and a blacksmith shop to provide tools for the settlers. At that time Brock Township was in York County and part of the home district of Upper Canada, it was controlled by a municipal council which met in Toronto. This council comprised of 40 members representing 24 townships.

1843: In May of this year a by-law was passed by this council to open up a road or public highway on what is now Cameron street, and in 1849 is was passed that "8 pounds be expended on the construction of a bridge over the Beaver River." About this time agitation was started for a post office, and the name of Cannington was chosen in honor of Hon. Geo. Canning, a British statesman. The post office was opened in 1847.

1857: The first real hotel opened in 1857. There had been liquor stores previous to that. A chair factory was built in 1854 and a carriage maker arrived in 1856. Others to follow were a bakery, a shoemaker, a chemist, a doctor and a dentist. The Ontario Gleaner opened a printing office in 1870 and published weekly. The Standard Bank opened a branch in 1876. It was successor to the St Lawrence Bank. Later (1906) a Home Bank office was opened.

1857: Saw the erection of the church by the Methodists. The Presbyterians inducted their minister in 1865 and built a new Church in 1879. The Anglican Church came into being in 1870.

1875: The present school was erected.

1887: The Town Hall was built. It included a bell and fire engine and hose.

1866: Volunteers were called out of Cannington to fight in the Finnian Raids. A band was organized to accompany them and a drill hall built. Shortly after this the people of the community voted to give a bonus of $50,000 to a company proposing to build a railway from Toronto to Coboconk, the first sod for which was turned in 1869.

1878: A by-law in the County of Ontario Council of June made Cannington an incorporated village and the first elections were held the following January. The first reeve was John Sharpe.

1888: Tuesday, August 21st, 1888 was a great day in the history of Cannington. It was on that day that Sir Wilfrid Laurier, the Hon. Chas. Drury and Hon. Wm. Mulock paid an official visit to the village.

1899: The year when Cannington's population was greatest. There were 1298 persons including children over 5 years of age. The lowest population was in 1918 when it had dropped to 747 persons. The present population (1954), 970.

THE VILLAGE OF PICKERING

Incorporated March 1st, 1953

1794: In the year 1794 the first record of a white man in this particular area is recorded. A trapper and trader by the name of William Peak came up from Port Hope to trade with the Indians and located in the immediate area which is now Pickering Village.

1810: Records are very scanty in these early years between the time William Peak came to this localion and the year 1810 when a survey party under Asa Danforth surveyed what is now the Kingston Road as a military road between Kingston and Ancaster. This was done by the authority of the Governor-in-Chief at Quebec, during the reign of George the Third. Also in 1810 one Timothy Rogers came up from Vermont in the New England States with a group of Quakers or the Society of Friends. Timothy Rogers was an original Empire Loyalist. At the same time Quakers of Irish stock immigrated directly from Ireland to this area.

1830. In recognition of his services towards immigration this particular area, Timothy Rogers was given a 100 acre tract of land by the government at Quebec, and he in turn gave a Church site directly south of the present Masonic Hall. This Church was later torn down and re-erected on the site of the present Masonic Hall. After being destroyed by fire in the early 1900's a solid brick church was built which still stands and is owned by the Masonic Order.

1855: It is recorded at Ottawa and our local historian W. C. Murkar has a photostat copy of an old map which shows the present Pickering Village was at one time called Canton.

1856: This name, however, did not last as in 1856 the name of Pickering is established, although historians are unable to discover from whom it was named or why. Also in 1856 the Grand Trunk Railway started to operate a regular schedule on the line now a double track Canadian National Railways Main Line. A station was located at the foot of what is now known as Mill Street on the east side of Duffins Creek and from this and lumber, which had originally been shipped from Frenchmen's Bay, was now shipped via the railway. Sometimes previous to the building of the Grand Trunk Railway, it is thought to be about 1840, J. B. Hoover built the first grinding mill in the area. This was located close to where the station known as Pickering Station was built.

1857: Originally this village was a Quaker settlement, and in 1857 the Quakers, or Society of Friends, built their "Pickering College" on the high land to the north side of the village. This College was burned on the 31st day of December, 1905, and has since been relocated at Newmarket, Ontario.

1881: In the year 1881 the Pickering News started publication as a weekly newspaper and has continued to the present time. This weekly newspaper is one of the oldest weeklies in the Province of Ontario.

1900: In the year 1900, by a by-law passed by the Corporation of the County of Ontario, the Police Village of Pickering was set up and gradually since that time the area has become a pleasant residential setting for the old established residents, and newer families.

1953: In the year 1953, with a population of 894 people and an assessment of $600,000.00, the Village took a forward step and became by a by-law passed by the County of Ontario, a Village in its own right. Since that time fairly rapid progress has been made and the growth is equal to the districts surorunding the Village. The Village boasts excellent churches, the very best public and separate schools, and has a share in the modern High School which is located adjacent to and partly in the Village of Pickering, serving the area of Pickering Township, Ajax and Pickering Village. Good fire protection and an excellent municipal water supply has been installed in the Village since incorporation. The present population of the Village is 987 and the total assessment is $754,253.00. The Village still retains its pleasant residential character and is adequately served by stores and transportation services to Oshawa or Toronto.

THE VILLAGE OF PORT PERRY

Incorporated in 1871

The Village of Port Perry is beautifully situated on the hill shore of Lake Scugog. Located near the southern end of this southernmost lake of the Karwatha chain it enjoys the beauty of the Cambrian hills, as well as the rich farm lands which surround it and yet has easy access to the industrial areas that border Lake Ontario. Because of this excellent situation Port Perry has become a large residential centre favored by workers in the industrial areas who have not found suitable homes close to the jobs. An excellent bus service is now in operation arranged for these people.

The early beginnings of the village were naturally closely related to those of Reach Township in which it is situated. Perhaps the first event that relates to the village especially is the building of a home on lot 19, the 6th concession of Reach.

1833: Elias Williams purchased the lot and built the house. On this lot Mr. Perry later surveyed and laid out lots for a place called Scugog Village. At some time his name was given to the hamlet and it became Port Perry. Mr. Perry was instrumental in bringing the first store to the village, as Chester Draper of Whitby built the first store on the spot where the Theatre now stands near the lake on Water Street.

1848: A mail stage was in operation, presumably from Port Perry to Port Whitby, and in 1852 the first Post Office was opened in Port Perry. Letters often remained unclaimed for long periods and it became a custom to advertise the names of those to whom these letters were addressed.

About that time the first church services were held in Port Perry. As there was not a church the services were conducted in the furniture shop of Mr. Davis. There seems to have been much co-operation between the different denominations. Not only did they use the same equipment but seem to have had many of the same folk in their choirs.

1856: The Presbyterian congregation built a church in Prince Albert and some years later one in Port Perry. Also in 1856 the Episcopal Methodists built a church in Port Perry. All these churches were of wood and cost the congregations in the neighbourhood of $1,000.00. The Anglican Congregation raised their church of brick about 1867, and it cost twice as much. It was not until 1886 that it was consecrated by the Bishop. The present United church was raised by the Methodists in 1885, at which time the Catholic group purchased the former Methodist building. As this was a wooden structure it must have been destroyed by fire at some time for the present Catholic Church is a brick structure.

The Baptists group used the Mechanics Institute building which was located at the corner of Rosa and Queen. Later they added a steeple to the building. For a number of years the Baptists ceased to hold services in the village and this building after serving as an auxiliary classroom for the High School was purchased by the Fair Board and moved (minus the steeple) to the fair grounds where it serves as a display building. The Baptists have now erected another church on the same ground.

1870: The first grist mill was erected around 1855, and other places quickly followed. A directory of the County for 1870 lists the following places of business—foundry, grist mill, steam cabinet factory, planing mill, sash and door factory, woollen mill, stave and heading factory (900,000 staves and 600,000 heads per year), 3 gang saw mills, 2 shingle factories, 2 hotels, also wagonmakers and blacksmiths, a Royal Bank, several general stores, a grammar school and common school with four teachers, a brass band. Population 900.

1871: The village is separated from the County at the June session of 1871 and became an incorporated Village in January of the following year. Population 2,000; Area 500 acres.

The railway came to Port Perry from Port Whitby. Following this the village grew rapidly, it now being an important transfer point as goods were taken from the train to the Lake boats for shipment farther North. When the railway was carried north to Lindsay a very lucrative business was lost and the village suffered a temporary setback because of it. This raiway has now ceased to exist, its importance was greatly lessened when the roads were paved and a fleet of trucks now handles an even greater volume of business. The road to Manchester and the Provincial Highway was completed in 1929 and has spelled the end of isolation because of spring mud.

1883 and 1884: Not long after the village had become incorporated and had reached a high point in population and business disastrous fires nearly finished the community; but in the end it proved a boon for the spirit of the settlers was such that they rebuilt with a more far-reaching plan, and standards for building were set which made our Queen street business section much more up-to-date than the majority of small centres. The first fire destroyed a large section of the business area, but the following year a midnight fire, fanned by a high wind, and with no proper equipment to control it, wiped out every business except one general store, the owner of which "did well by himself" thereafter. The destruction was such that appeals for help went out to the surrounding country and many neighbourly acts were performed, such as has built our country into the strong democracy that it is.

1886: Shortly after the great fires a group formed the central Ontario Fair Board and in this year purchased the fair grounds. The first fair had been held some years previously in the foundry building, before the machines were moved in, but in 1886, a real fall fair was planned. The building on the grounds and the half mile track which was made at a cost of $3,000.00 were considered the finest in Ontario outside of Toronto. All these buildings, except the granstand, at a later date, were destroyed by fire. The grandstand still serves.

The fair seems to have suffered some setbacks other than the fire, and for a time was discontinued. The Fair was reorganized in 1893 bearing the present name of Port Perry, Reach and Scugog Agricultural Society and has held many successful fairs.

Toward the end of the 19th century thousands of people flocked to this village to see the Ice Races, a race track being laid out on the ice of the lake where some very speedy horses showed their paces.

The Schools of the village have been a most important part of our community. The first school in the village was erected of logs near where our water tank now stands. It was a typical primitive school. Later we find (1868) a high school opened which is said to have been poorly equipped, a condition which was remedied in 1873 when a brick building was erected that housed both the High and Public Schools. It was in this building that Port Perry established the reputation as one of the finest in the Province, winning first in Department of Education's examinations in competition with over one hundred other schools. This building was destroyed by fire in 1926 and within the year replaced by the present structure which served both high and public school until 1953, when a new modern school was built for the Public School students and the other building completely renovated and remodelled for the enlarged High School.

1955: Port Perry population has again passed the 2,000 mark and all indications are that it will steadily increase.

HISTORY HIGHLIGHTS OF THE TOWN OF UXBRIDGE

This story begins at a much later date than the founding of the Court House at Whitby, actually beginning with the year 1873 when Uxbridge was incorporated as a village. The earlier history is too much confused to separate into events for the purpose of this writing.

1872: The first formal declaration was made in the year 1872 when Uxbridge received its Charter as a village. The inaugural meeting was held at Armstrong's Hotel, January 10, 1873. This Hotel has long since passed as a landmark from the Town of Uxbridge. The most important item of business on the agenda was the replacement of Councillor Moore who resigned, Mr. Harrison being appointed as his successor.

These events took place when maple-sap troughs were used as baby cribs and when:-

Untrimmed Hemlock sold for $6.00 per M.
Trimmed Hemlock sold for $6.50 per M.
Untrimmed Pine sold for $7.00 per M.
Trimmed Pine sold for $7.50 B.

At this time, too, $1.00 per day for 10 hours work was considered a gross overcharge.

During those years growth must have been very rapid for in meeting after meeting moneys were appropriated for the building of roads and streets. Franklin St., Plank St., Gould St., and Dominion St. are the names of a few. The sidewalks were built of lumber or scantling as this was suggested by the passing of a payment by the Council of $100.54 to Mr. George Wheler on November 25, 1873, and another on February 27th, 1877.

Possibly the most important by-law passed by this first Council was the subsidy to the old Toronto and Nipissing Railroad, in order to have them build their engine and repair shops in Uxbridge. This railway was subsidized for the amount of

$2,500.00 on November 11th, 1873, a copy of the bond being inserted in the minutes of the Council. It was this railway that was directly responsible for the rapid growth of Uxbridge from a population in 1873 of 1600 to 2200 in 1886, at which time Uxbridge was incorporaated as a town.

1886: In 1886 the Village of Uxbridge was incorporated as the Municipality of the Town of Uxbridge, the Council consisting of the following men: Mayor, Dr. J. Bascom; Reeve, R. P. Harman; Councillors, J. Hunt, D. Dowling, E. Brown, T. Armstrong, H. A. Crosby, Wm VonHorne, J. A. McGillivray, A. Patterson and Wm. Hamilton. Clerk, A. D. Williams.

The first meeting of this council was held on January 18, 1886, in the Council Chambers and was concerned with the appointment of the Municipal Auditor for the year. In a later meeting of the Council, on May 17th, 1886, the mill rate was set at 18 mills on an assessment of $750,000.00; by comparison, the mill rate for 1954 was set at 65 mills on an assessment of $1,484,000.00.

At this time timbers were being quoted at a price of 6c. per foot and cedar posts sold for 15c. each.

Much can be written about those early days. It was the day of the wood-burning locomotive. It was a common sight to see trains pulling out for Stouffville and Toronto, big double-headers loaded with railroad workers, and when they came to the hill the men would jump off and walk along beside the the train to allow it to make the grade. Many local farmers made a good living supplying these engines with four-foot hardwood.

Even in those days traffic was a problem, particularly parking, of all things the Railway! The sidings were so full of freight cars that they were parked partly across the intersection at Brock St. One of the councilmen was riding in a buggy when he came to the crossing. The horse, not liking what he saw, shied, occasioning grevious damage to the horse and buggy and injuring the Councillor. The outcome of this encounter is not clear but a resolution was passed by the Council, on behalf of the injured Councillor, demanding reparations and to prevent the railway from obstructing traffic at this intersection.

Possibly no story can be written without referring to the late Joseph Gould. He is probably the most important man in the history of Uxbridge. In his will he left a sum of $2,500.00 to the Town, the proceeds from which are to aid the poor and needy of this Municipality. It is hard to tell how many people have been aided by this fund! A sum of $4,800 was also bequeathed to the Town for the building of a Public Library. This building serves as a monument to his memory and as a reminder of the services he rendered this community.

It is very noteworthy that four members of his family served as County Wardens, the father, Joseph Gould, and his sons, Isaac, Harvey and Charles.

Down through the years changes have taken place. The old places of business and manufactuing have disappeared. The Tannery, The Gold Medal Factory, the Organ Factory (later—Beaverlambe and Shearling) were destroyed by fire. These ruins still remain. Uxbridge at one time (and still does) boasted that it had one of the first Hydro Electric Systems in the Province. This has disappeared but the old plant is still there, now known as the Uxbridge Creamery. The pond remains but has diminished in size; so, too, with Elgin Park and Pond, and Elgin Park is another story in itself. The other ponds, as shown on the Town Plan dated 1886, have disappeared. One of them is now the town dump and when it is filled-in completely this area will become one of the beauty spots. The railway buildings have vanished, being destroyed by fire. The old Toronto and Nipissing Railway was taken over by the Grand Trunk System and moved its headquarters to Lindsay. What a blow that must have been. Then, too, the Municipal Building was destroyed by fire and many of the Towns records were lost. Fortunately the minutes were saved and are in the New Municipal Building. The old Municipal Building was rebuilt and is now know as the Music Hall.

However, one old land-mark still remains. The minutes of the various Councils, both before and after the Incorporation in 1886 refer many times to the Municipal Market Hall. This building was erected so that farmers could display their produce for purchasers. The business conducted in this place was looked after by a Municipal Market Clerk who was appointed by the council from tenders submitted. There must have been many changes in this structure for there were as many as three clerks appointed in one year. At onetime, a contractor was ordered to install more cupboards and shelves in the Market Hall. A bill was submitted for $22.00. It was considered so high that it was referred to the Property Committee for investigation. Upon their recommendation the Council passed a resolution for a payment of $18.00 and even this was paid under protest. To-day, one portion of this building is used for a woodworking shop, another a Paint and Wallpaper Store, and another a Lawn Mower Repair Shop and a Barber's Stand.

To-day some of these old industries have been replaced. Uxbridge now boasts of a Metal Stamping Industry, an Oil Pipe Manufacturing Plant, and others. At the time of this writing one of these plans to expand considerably. With more careful planning, and given the proper incentives, more industries could locate here.

The Town of Uxbridge of to-day is as modern as any Town of its size in the Province. In the year 1940 a series of by-laws were passed for the construction of a more adequate Water System for domestic consumption and fire protection. In planning for the future this Utility can be easily expanded to take care of any need. The water from this system is drawn from a series of Artesian Wells and is of absolute purity, the average depth of these wells being 100 feet.

Uxbridge has an up-to-date Sewage System. In 1946 a series of By-Laws were passed with the result that the Town is equipped with a modern sewage and disposal system which is capable of being expanded as conditions permit.

For the past thirty years Uxbridge has boasted about having one of the finest secondary High Schools in the Province. The school area has been enlarged to take in, as well as the Town of Uxbridge, the Village of Port Perry, and the Townships of Uxbridge, Scott, Brock, Reach and Scugog Island. The increase in attendance has been so great that a five-roomed addition is being contemplated. For this reason, too, a large addition to the present Public School facilities is to be constructed.

The latest addition to the Town Property is the building known as the Municipal Building. This building was purchased from Silverwoods Dairy and has been renovated into a modern office building in which is situated the Clerk-Treasurer's office, the Tax-Collector's office, Police, Building Inspector's, and Assessors's offices, and the Council Chambers. This enables most of the Town's affairs to be run from one centrally located place for the convenience of the Taxpayers of the Community, who now number 2007.

The Council is concerned with School expansion, as were the Councils in the past, its Panning and Development Board, its Hosptal and other projects. These and other problems will be met and overcome with as much energy as in the past.

Of such is the history of Uxbridge and of many more Municipalities. It is a story of struggle and victory both past and present. It has a future full of possibilities. This applies to the County Court House at Whitby.

WHITBY

COUNTY TOWN OF THE COUNTY OF ONTARIO

Although the County of Ontario was first visited by white men as early as August, 1615 and the history of Whitby extends back considerably earlier than 1855, the effective date of the incorporation of Whitby as the County Town was January 20th, 1855.

The first Town meeting to choose officers for the Towns of Whitby and Pickering had been held in 1801. In 1852, on March

14th, Whitby was named the County Town and in January 1855, Whitby was organized as a separate (from Whitby Twp.) municipality with Mayor and Council as constituted today.

Known at first at Windsor (after Scaddington's property in the south of England), the name was changed to avoid confusion with another Ontario town of the same name—now the City of Windsor—and took the name Whitby just as other municipalities nearby took other Yorkshire names. Whitby thus assumed some of the glow of the connections with Whitby, Yorkshire such as afforded by the illustrious Captain James Cook, R.N. His early and amazing voyages and discoveries in the South Seas with the Whitby-built "Endeavour" and his ability as cartographer and navigator—including Canadian waters—made him a figure of world importance and set the name of "Whitby" proudly aloft.

One of the principle factors in the early development of Whitby was the building of the Harbor—one of the best on Lake Ontario. As many as thirty grain and other vessels would be in Whitby Harbour in its heyday and horse-drawn vehicles often stretched back in unbroken line from the Harbour up to and beyond the Four Corners. This fine harbour has not been fully used since those days but, modern industries are once more realizing its worth and we shall again see bustling activity in the Port of Whitby ere long.

New and great industries are now choosing Whitby for their plants. The largest of these, Dunlop Canada Limited is just completing two huge ultra-modern tire and "Pillowfoam" plants. Others are on their way in addition to the seven already added in the past two years. Industries already established are flourishing and growing.

Whitby's population showed its greatest increase in 1954—a growth of almost 900 to a total of 7,100. Even greater growth is likely during 1955.

Excellent residential amenties, academic, religious and recreational, make Whitby a pleasant town in which to live.

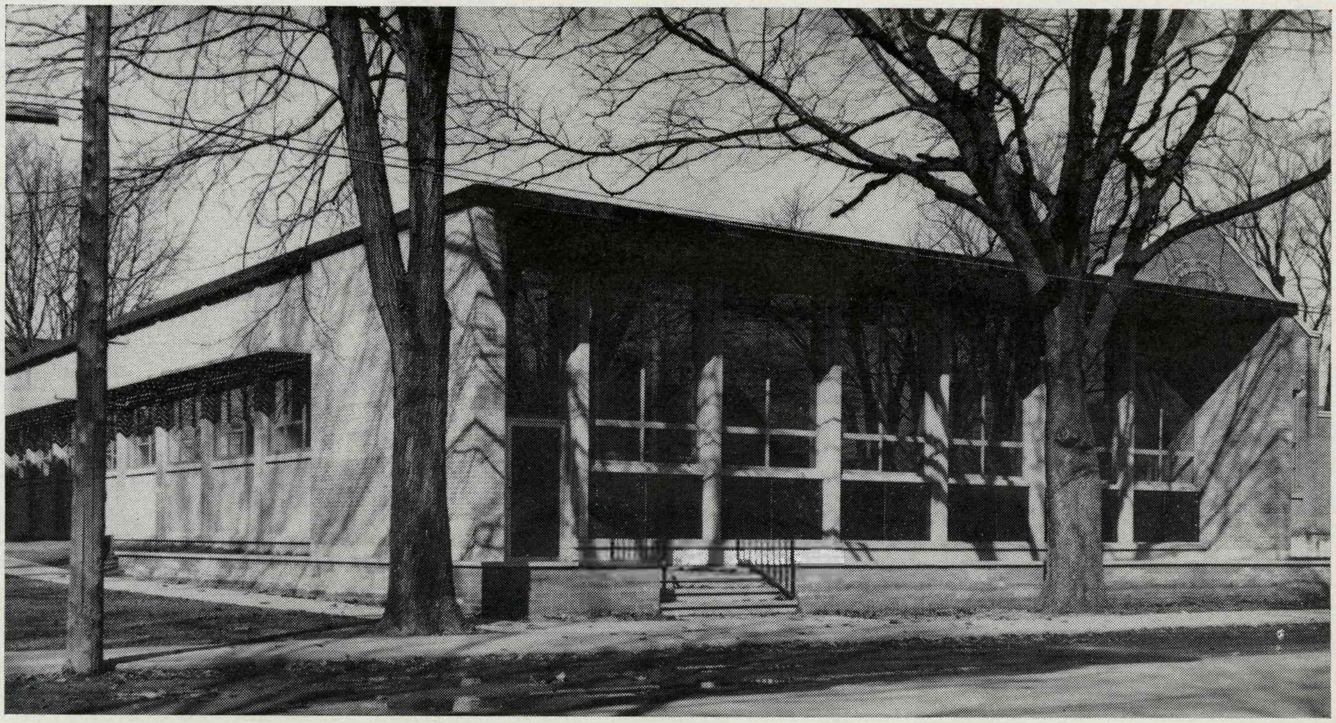
Because of its many natural and other advantages for industrial development, Whitby is a wise choice for locating new plants. It is largely because of this that the Town of Whitby can look forward to very considerable further development in the immediate future as well as in the years which lie ahead.

EX-WARDENS OF ONTARIO COUNTY

Year	Name	Municipality
1854	T. N. Gibbs	Village of Oshawa
1855	T. N. Gibbs	Village of Oshawa
1856	John Hall Thompson	Brock
1857	John Hall Thompson	Brock

1858	Daniel G. Hewett	Mara and Rama
1859	Charles Robinson	Thorah
1860	John Hall Thompson	Brock
1861	Trueman P. White	Pickering Township
1862	William Smith	Uxbridge
1863	John Ratcliff	East Whitby
1864	John Hall Thompson	Brock
1865	John Hall Thompson	Brock
1866	Calvin Campbell	Whitby Township
1867	John Ham Perry	Whitby Town
1868	James B. Bickell	Whitby West
1869	Joshua Wright	Reach
1870	Wm. S. Sexton	Scugog
1871	George Wheler	Uxbridge
1872	W. H. Gibbs	Village of Oshawa
1873	James O. Guy	Whitby East
1874	Philip McRae	Mara
1875	George Smith	Scott
1876	John Miller	Pickering
1877	Yeoman Gibson	Whitby Town
1878	Malcolm Gillespie	Brock
1879	James Graham	Scugog
1880	James McPherson	Rama
1881	Peter Christie	Reach
1882	George F. Bruce	Thorah
1883	Isaac J. Gould	Uxbridge Village
1884	John L. Smith	Whitby Township
1885	Henry Gordon	Port Perry Village
1886	Charles Gould	Uxbridge Township
1887	Joseph Monkhouse	Pickering Township
1888	Timothy O'Leary	Mara
1889	John S. Larke	Oshawa
1890	Allen Gray	Scott
1891	S. H. Glassford	Cannington
1892	Richard Mothersill	East Whitby
1893	Ralph R. Mowbray	Pickering
1894	F. J. Gillespie	Mara
1895	Harvey J. Gould	Uxbridge Town
1896	Duncan Graham	Mara
1897	Charles King	Whitby Town
1898	James Carnegie	Port Perry—Div. No. 4
1899	Walter Coulthard	Oshawa—Div. No. 3
1900	J. G. Umphrey	Brock—Div. No. 6
1901	R. S. Webster	Scott—Div. N. 5
1902	George Gerow	Pickering—Div. No. 1
1903	Wm. Bloomfield	Mara—Div. No. 7
1904	John Vipond	Whitby Township—Div. No. 2
1905	Wm. J. Gibbs	Cannington—Div. No. 6
1906	A. E. Henry	East Whitby—Div. No. 3

1907	John Bright	Whitby Township
1908	W. L. Parrish	Port Perry
1909	Ralph R. Mowbray	Pickering Township
1910	W. H. Purvis	Brock
1911	W. J. Haycraft	Whitby Township
1912	D. A. Brown	Thorah
1913	John Fallowdown	Brock
1914	Hiram Gifford	East Whitby
1915	D. M. Morgan	Uxbridge Township
1916	Wm. J. Jackson	Scugog
1917	F. L. Mason	Oshawa
1918	N. D. Mackinnon	Cannington
1919	D. W. Walls	Beaverton
1920	W. George Scott	Pickering Township
1921	Frank Thompson	Mara
1922	F. H. Richardson	Pickering
1923	Geo. N. Gerow	Uxbridge Town
1924	Geo. A. McMillan	Reach
1925	John B. Ross	Thorah
1926	Geo. C. Sweetman	Scugog
1927	Albert W. Jackson	Whitby Town
1928	G. M. Forsyth	Pickering Township
1929	Adam Dobson	Cannington
1930	James Read	Mara
1931	John Ross	East Whitby
1932	Robt. Somerville	Port Perry
1933	G. B. Johnston	Cannington
1934	Grant Christie	Reach
1935	Fred T. Rowe	Whitby Town
1936	John M. Low	Uxbridge Town
1937	W. Merlin Letcher	Port Perry
1938	L. A. Gifford	East Whitby
1939	Fred H. Clayton	Thorah
1940	L. McMullen	Brock
1941	J. A. MacDonald	Mara
1942	O. H. Downey	Whitby Township
1943	Wm. Reesor	Pickering Township
1944	Dr. C. J. Devine	Beaverton
1945	Jas. Blanchard	Cannington
1946	J. M. Rae	Uxbridge Township
1947	Thos. H. Harding	Reach
1948	Wilmot Bain	Scott
1949	Wm. H. Westney	Pickering Township
1950	Rae M. Ferguson	Uxbridge Town
1951	Ferguson Munro	Brock
1952	D. B. McIntyre	Whitby Town
1953	W. H. Down	Whitby Township
1954	G. C. Wilson	Cannington
1955	W. H. Peel	Port Perry



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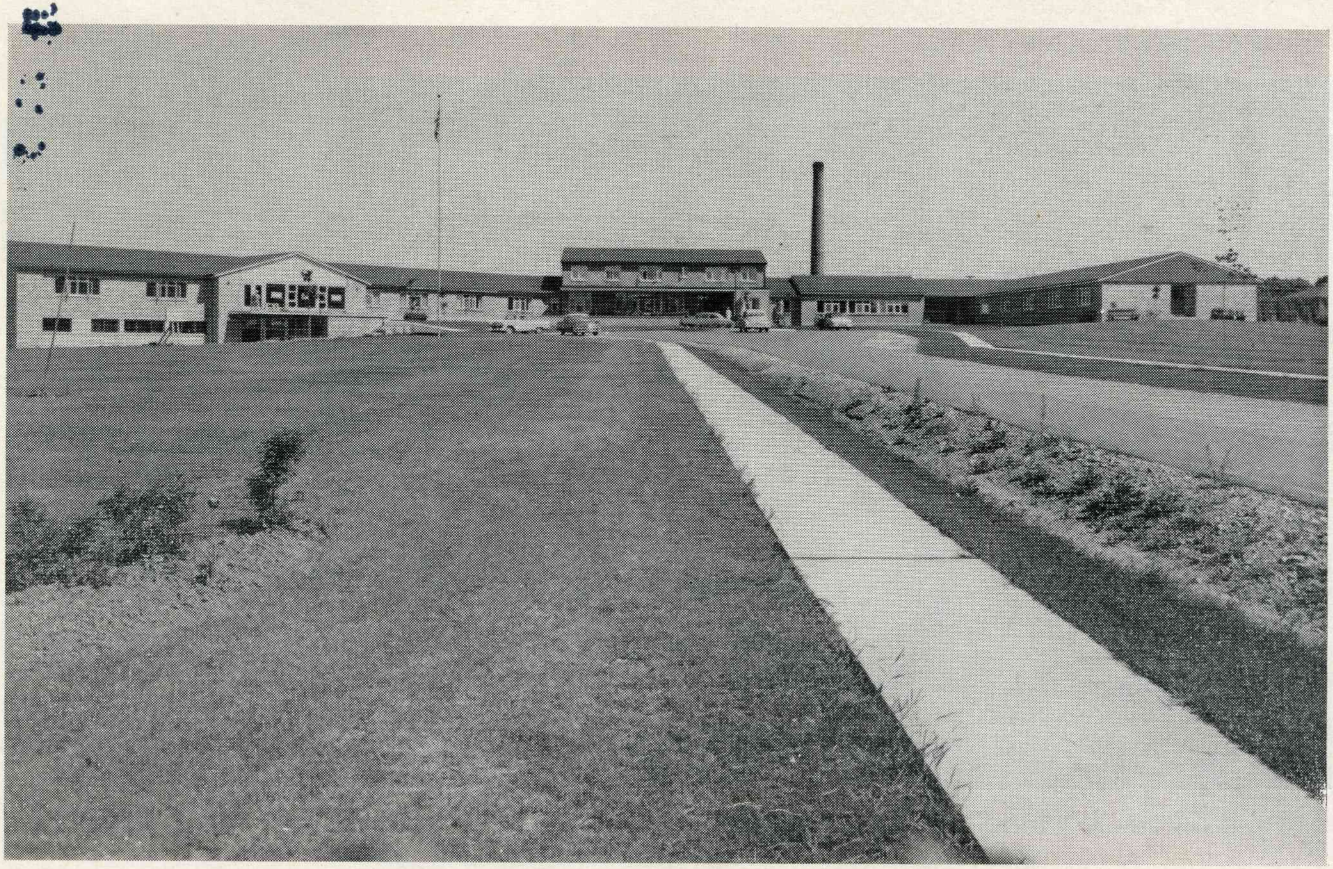

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